

STEVENS

SPEED UP



TOOLS

STEVENS & COMPANY

*375 Broadway
New York City*

CATALOG
T-106

Prices in this catalog
are net to dealers

STEVENS

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UP***



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Net Prices

To avoid the confusion and uncertainty which so often result when quoting discounts, the prices in this catalog are figured net to dealers.

Special Tools That *Every Shop* Can Afford — *and Wants*

STEVENS "Speed-Up" Tools were among the pioneers in the specialized shop equipment field. The "Speed-Up" line has grown with amazing rapidity, due primarily to the great demand for special tools.

To-day the "Speed-Up" line, while including quite a number of tools for universal use, constitutes *the largest line of special tools for Ford and Fordson.*

However, it is more than the tremendous need for special tools (brought about by the spread of the flat rate and piece work systems) which has caused the growth of the "Speed-Up" line. That growth is also an evidence of the high quality, the sound design, and the great investment value of each one of these tools.

From the beginning, it has been our firm policy to establish the most reasonable prices possible on Stevens "Speed-Up" Tools—to allow only a fair profit on the manufacturing cost, rather than to inflate prices according to the probable worth of a tool to its user.

This "Speed-Up" fair price policy is, of course, widely recognized by the trade, and has played a large part in building up the great volume of business on Stevens "Speed-Up" Tools—a volume that makes possible lower selling and production costs.

So, in Stevens "Speed-Up" Tools the dealer not only secures the highest grade of specialized shop equipment, but also enjoys prices that are manifestly so reasonable that EVERY SHOP, large or small, can afford these tools.

In this catalog are shown, for the first time, *a large number* of NEW "Speed-Up" tools that simplify some very difficult jobs.

Guarantee

Like any other reputable manufacturer, we want to see you fully satisfied. Every Stevens "SPEED-UP" Tool is, of course, guaranteed against defective material and workmanship; and any tool proving defective will, upon return to us, be replaced free of charge.

Order Tools by Numbers

Because of the many tools, sizes and models, etc., you can avoid delay and errors by always ordering the tools by the numbers and designations in this catalog.



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In Competitive Tests Stevens
Stands Reduced Labor Costs **30%**

"The Lightweight Stand That Walks the Engine Off the Floor"

Stevens Engine Stand

Models for Ford and Fordson

Enables one man to raise the engine off the floor or lay it down, as if it were as light as a wheel.

You can carry the stand around the shop—it weighs only 79 pounds.

Built of steel for rough handling—no cast parts—it can carry a load of four tons without bending.

Three working positions—just the right height—every part of block exposed.

100% safe—motor secured with

four bolts to manifold stud holes—stand positively can't tip—block always rests solidly on stand.

Taken down by removing only 6 bolts—can be stuck against the wall, out of your way. It can also be bolted down on the floor.

Patented valve retaining rack holds and protects the valves.

Quick-acting valve lifter is built into stand.

Handy steel tool tray is removable.



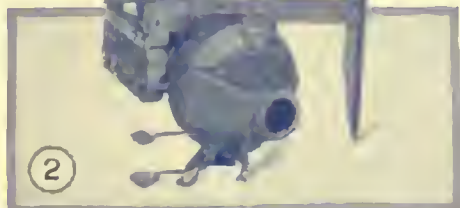
No. T-350—Stevens Engine Stand, Ford Model. Net Price, \$35
See last page of this insert for Combination Price

Stevens Engine Stand For FORD

With Stevens Stand ONE MAN Walks the Engine Off the Floor

No. 1—First you carry the stand right over to the engine (the stand weighs only 79 pounds). The stand is securely and safely clamped to the motor with 4 bolts in manifold stud holes in three minutes—and then you are ready for the "walk."

1



2

No. 2—You take the crank and give it an easy, upward pull. This action balances the engine first on the motor hanger, and secondly also on the front skid. Next—

No. 3—A further easy pull on the crank, and the engine is balanced on the transmission end as shown. Then push slightly against the rear skid, and the front skid will swing into full contact with the floor, with the engine in a sitting position.



3

No. 4 — Now place your leg on the rear skid and press down, while also pulling forward on the motor crank. This action brings the stand to the floor as shown in Fig. 5. These operations require very little strength, for the inventor's 12-year old daughter can raise or lower the engine without help.



4



5

No. 5—Here Stevens Stand and engine are in the final position. By reversing the operations, the engine can be easily and safely laid down on the floor BY ONE MAN.

Stevens Stand will receive motor just as easily from crane or overhead track

Stevens Engine Stand For FORD

Here Are the 3 Positions: Correct Height— Accessible—Safe

No. 1—In this position, the mechanic can stand erect while he grinds in the valves, thus helping him to work quicker and better. The top of the block is free and clear, so the mechanic can handle the cylinder head or gasket, or do any job at this angle, without hindrance.

No. 2—The second position shows how closely Stevens Engine Stand permits the mechanic to get to his work. His operations on the pistons or connecting rods are not obstructed by the stand in any way. He can work with greater speed and accuracy. The engine is solidly locked in this position with a steel pin.

No. 3—Here again you see how fully exposed the block is held for easy work on such jobs as fitting the crank shaft and cam shaft bearings, the valve springs, etc.

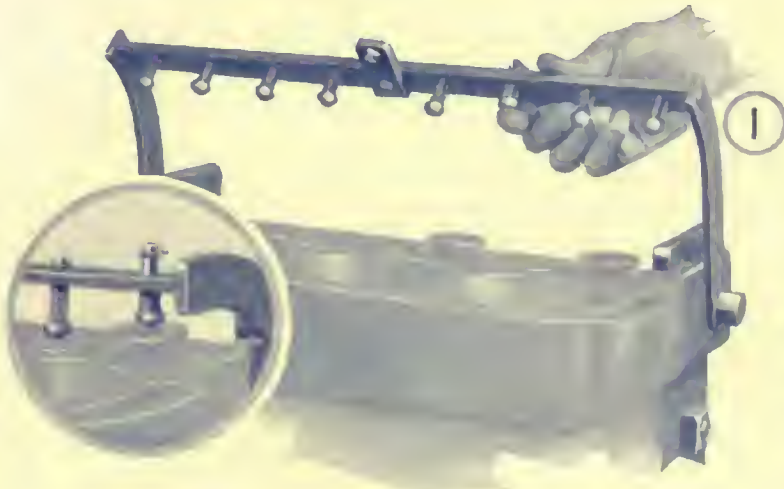
100% SAFE

The block is fastened with 4 bolts in manifold stud holes to slotted U-bar extending full length of the block. This clamping can hold 1,000 pounds extra weight with safety. In each swing the block falls squarely against the stand—no weak fastenings or cleats are used. Built of steel—no cast parts. The stand cannot tip accidentally—see demonstration on next page.

No. T-350—Stevens Engine Stand, Ford Model. Net Price, \$35
See last page of this insert for Combination Price

In Competitive Tests Stevens
Stands Reduced Labor Costs **30%**

How the Valve Retaining Rack Protects the Valves



No. 1—The Valve Retaining Rack is an entirely new and exclusive feature found only on Stevens Engine Stand. It protects all the valves throughout the overhauling of the motor. It consists of spring-retained plungers, one over each valve, held in a movable rack, which keep the valves pressed against the push rods. The Retaining Rack thus permits the valves to operate, while protecting them against falling out, bending or buckling.

Positive Valve Lifter

No. 2—Because the Valve-Retaining Rack holds the valves in place, the valve pins can be removed while the bottom of the engine block is turned up as shown in this illustration. Both hands are free to operate the built-in Valve Lifter which compresses the springs with a positive grip.



A Remarkable Demonstration: Stevens Stand Cannot Tip

No. 3—Here is certainly a very severe test of the stability of the stand. Even when the combined weight of the mechanic and the engine are on the same side, Stevens Stand does not lose its balance. This demonstration proves that Stevens Stand completely safeguards the mechanic against accidental tipping.

No. T-350—Stevens Engine Stand, Ford Model. Net Price, \$35
See last page of this insert for Combination Price

The FORDSON MODEL of *Stevens Engine Stand*

The Fordson Model of Stevens Engine Stand is designed along exactly the same lines as the Ford Model described in the preceeding pages.

Of course, it is more heavily proportioned to take care of the greater weight of the Fordson engine.

An added feature is the cushion spring bumper which absorbs the shock if the engine should drop.

In all other respects, the design is the same as the Ford Model.

Weight 88 pounds.



No. T-351—Stevens Engine Stand, Fordson Model. Net Price, \$35
See last page of this insert for Combination Price

Stevens Axle Stand For FORD

Enables ONE MAN to Raise and Handle the Axle Assembly Without Help

No lifting is required. One man wheels the axle assembly up to the stand and the rest on the stand is swung down to receive the axle in its chucks. The drive shaft is then easily raised off the floor and against the rest, and both are swung into level position for easy work. When the work is completed, the axle is quickly lowered again to the height of the wheel. All this is a one-man operation—requires no great strength—and saves both labor and time.



The stand itself is of sturdy, all-steel construction. It can hold a load of almost 4 tons—and yet it is very light, weighing only 115 pounds. It can, therefore, be conveniently carried to any part of your shop—and can, in fact, be tucked into your service car. The stand is designed so simply, that you can take it down by removing only 6 bolts from the skids. Then you can place it against the wall where it will be completely out of your way.

Stevens Axle Stand can also be bolted to the floor.

No. T-352—Stevens Axle Stand, Ford Model. Net Price, \$35
See last page of this insert for Combination Price

In Competitive Tests Stevens
Stands Reduced Labor Costs **30%**

More Reasons Why Stevens Stand Is the Complete ONE MAN Stand

These two pictures show you how easily one man can dismantle and assemble the Ford Rear Axle Assembly on Stevens Axle Stand.

At the right you see how the axle housing is clamped fast in the movable chuck of the stand and swung out at the angle where the mechanic is able to replace the axle sleeves, etc., without crouching into a clumsy, awkward position. The operator is thus enabled to work faster and better without straining himself.

Here you also get a glimpse of the steel tool tray, which can be quickly removed.



Brings the Work Close to Mechanic

And at the left is another striking reason why Stevens Stand is the one-man stand. Locked in the chuck of the stand with the crank screw, the whole axle assembly is held erect and swung out as shown. This position saves a great deal of time and energy—especially on assembling the axle—it brings the mechanic close to his work without breaking his back.

One man—just one man—does all the work, when you use Stevens Axle Stand. He doesn't have to call Bill or Jim away from their work to lift or hold—he does everything, from raising to assembling, all alone. His time then makes more money for you.



No. T-352—Stevens Axle Stand, Ford Model. Net Price, \$35
See last page of this insert for Combination Price

In Competitive Tests Stevens
Stands Reduced Labor Costs **30%**

Combination Price

JUST figure it out for yourself. With Stevens Stands you can reduce your labor costs on the overhauling of engines and axles 30%. The reasons: 1—Stevens Stands enable the mechanic to work faster because the engine or axle is held in the right position with every part accessible. 2—Stevens Stands enable **ONE MAN** to do **ALL** the work from start to finish, without help.

Because this saving in labor means a large extra profit for you, it is certainly good business to buy the **THREE** stands together at this Combination Price:

Net Price Separately		Combination Price \$100
No. T-350—Stevens Engine Stand Ford Model. Weight 79 pounds . .	\$35	
No. T-351—Stevens Engine Stand Fordson Model. Wt. 88 pounds . .	\$35	
No. T-352—Stevens Axle Stand Ford Model. Wt. 115 pounds . .	\$35	

That investment of \$100 will pay for itself many times over every year. A shop equipped with Stevens Stands will not only make more money, but will land more business because it can do better work—*a double advantage*. Buy the combination.

“Thru your Jobber—his service is economy”

THE BEST EQUIPPED SHOP GETS THE BUSINESS.

Stevens Axle Shaft Sleeve Puller and Tongs

For Pulling and Replacing Right or Left Ford Roller Bearing Sleeves No. 2509 and 2509B.



REAR axle roller bearing sleeves can be removed and inserted positively and quickly with this set of Stevens tools. No matter how fast the sleeve is stuck, Stevens Puller will remove it, even with the axle shaft in place because the body of the puller is hollow.

The body of Stevens Puller is machined from solid bar steel and the latch and pin which grips the sleeve is of one solid piece, hardened and ground and locked securely in place when pulling the sleeve. The tool cannot slip. It is complete and no wrenches are required. An exclusive feature is that the latch is under positive control so that the sleeve can be brought to exact position after inserting. Shoulders allow driving the new sleeve in.

The Roller Bearing Sleeve Tongs are quick

acting compressors to squeeze the sleeve so that it may be readily inserted in the axle housing. Made from drop forgings and machined inside to make a perfect fit on the sleeve, preventing slippage. The handles are offset so they can be used in the differential end of the housing.

T-155—Axle Shaft Sleeve Puller.
Price, \$7.00. Weight, 4½ lbs.

T-156—Axle Shaft Sleeve Tongs.
Price, \$2.00.
Weight, 1 lb.



Stevens

SPEED UP



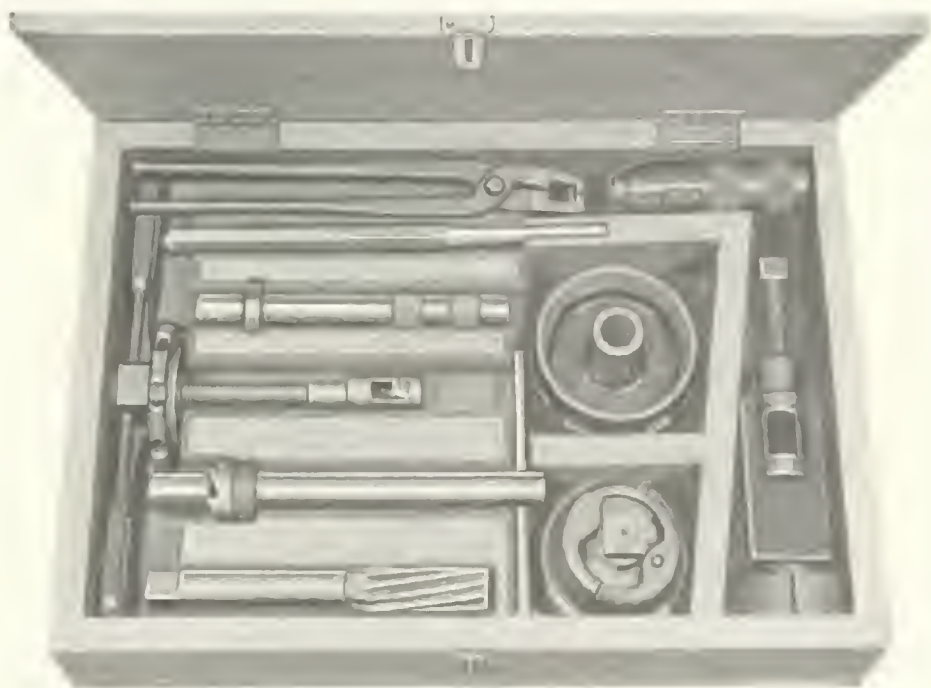
Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Stevens "Speed-Up" Group A

Speeds Every Job on the Ford Drive Shaft



THERE'S no reason any longer for hesitating to tackle Ford Drive Shaft work. With this wonderful chest of special tools, you'll be glad to tackle all drive shaft jobs, because the work becomes so easy and profitable.

It contains ten special Stevens "Speed-Up" Tools, described on the opposite page, each one of which is purposely built to make one of the difficult drive shaft jobs simple, quick and accurate, in the hands of any mechanic.

The Duplex Gear Puller easily removes drive shaft pinion gear No. 2597 (also transmission drive gear No. 3317). The Sleeve Puller takes off the drive shaft sleeve without injury to the shaft; the Sleeve Driver with the sight replaces the sleeve in proper alignment with the keyway slot.

The Giant Punch expels the joint knuckle pin to release the universal joint. The Drive Shaft Bushing Extractor pulls the toughest bushing with but little effort, while the

Driver inserts the new bushing in true line and protects the flange; the Refacer trims the flange without removing the bushing.

Now the Reamer and Jig ream out the bushing in exact line and to a mirror-like finish, after which the Giant Punch helps in inserting the knuckle pin, the Universal Joint Tongs slip the joint swiftly into place—**AND YOU CAN FEEL ABSOLUTELY SURE THAT EVERY STEP IN YOUR WORK HAS BEEN DONE PERFECTLY.**

The hardwood chest protects the tools, keeps them together, takes them right over to the job—then each job is done in quick succession with the right tools—and the chest is ready for the next man.

This whole chest of tools costs you less than the weekly wage of one mechanic—and it will earn increased profits for you for many years.

Stevens "Speed-Up" Group A, in hardwood chest. Price, \$34.00. Weight, 35 lbs.

Stevens

**SPEED
UP**

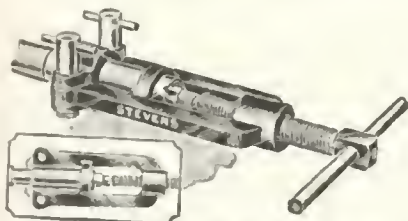


Tools

TRADE MARK

Here Are the Tools in Group A

More Detailed Descriptions Will Be Found on Other Pages of This Catalog



T-122—Stevens Puller for Drive Shaft Sleeve Ford No. 2596



T-121—Stevens Driver for Drive Shaft Sleeve Ford No. 2596



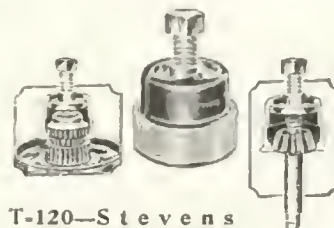
T-231 — Stevens Extractor with spring-acting jaws for Drive Shaft Bushing Ford No. 2581



T-230—Stevens Driver for Drive Shaft Bushing Ford No. 2581



T-244—Reaming Jig; No. 2581 Reamer for Drive Shaft Bushing Ford No. 2581

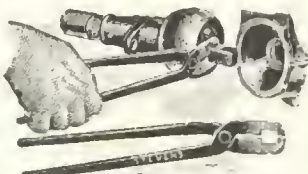


T-120—Stevens Duplex Gear Puller for Pinion No. 2597 and Transmission Drive Gear No. 3317



T-455 — Stevens Giant Punch, 12 in. long; chisel steel, tempered; with 1/4 in. point

T-292 — Stevens Refacer for Drive Shaft Bushing Ford No. 2581



T-80 — Stevens Universal Joint Tongs for Ford

Stevens

SPEED UP



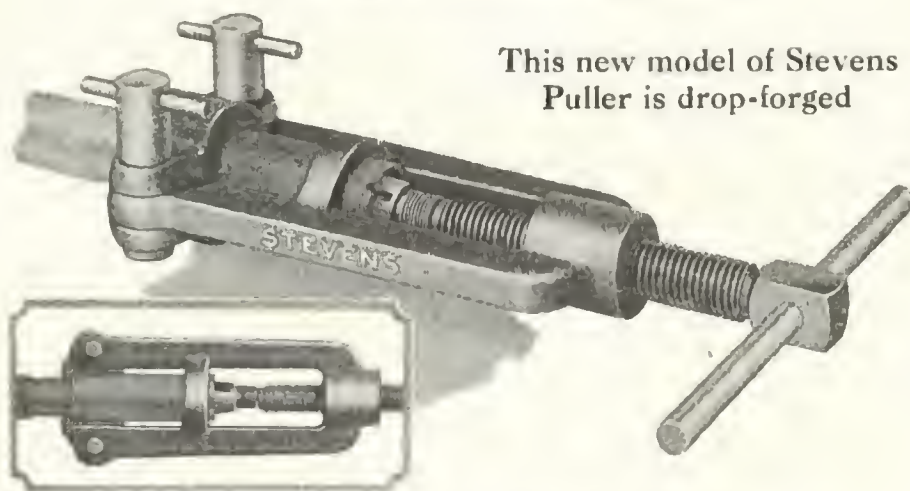
Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Stevens Puller and Driver

For Drive Shaft Sleeve Ford No. 2596



This new model of Stevens Puller is drop-forged

T-122—Drive Shaft Sleeve Puller only. Price, \$6.50. Weight, 4½ lbs.

EVEN a highly skilled mechanic finds it a tough job to remove the drive shaft sleeve with ordinary tools.

If he uses a pipe or some other makeshift to drive on the sleeve it's almost impossible to line-up the keyway slots.

Certainly here is a job where specialized tools are necessary. Stevens Puller and Driver do the work right.

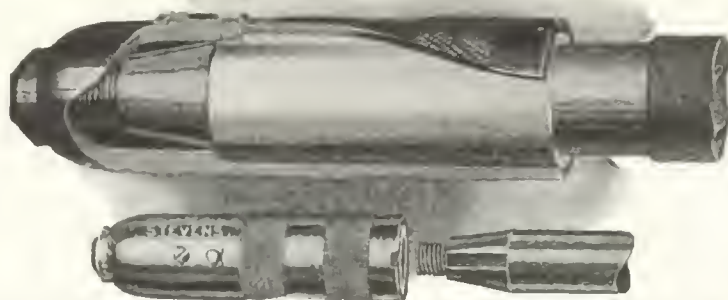
The new model of STEVENS PULLER is entirely drop-forged. The jaws surround the sleeve completely and are screwed tight, so

that any required pressure can be applied without injury to sleeve, shaft or tool. The inside of the jaws and yoke are machined to a close fit on sleeve to hold tool firmly in line. The screw is equipped with a convenient "Speed-Up" handle.

STEVENS DRIVER, which is illustrated below, has a novel feature. It is provided with a special "sight," consisting of a notch and pin, which insures the proper alignment of the keyway slots as the sleeve is driven into place. It drives the sleeve with absolute safety. The tool is turned from steel rod.

Combination Price

T123—Set, Drive Shaft Sleeve Puller and Driver. Price, \$8.00.



T-121—Drive Shaft Sleeve Driver only. Price, \$2.00. Weight, 1¼ lbs.

Stevens

SPEED
UP



Tools

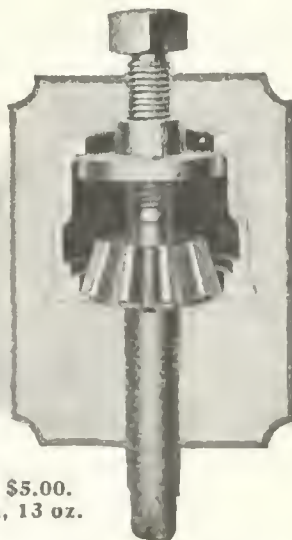
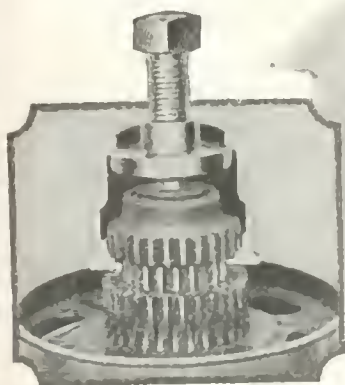
TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Stevens DUPLEX Gear Puller

The only tool that pulls both the Ford Transmission Drive Gear No. 3317, and—

also Ford Drive Shaft Pinion No. 2597



THIS tool would be worth many times its cost if it could be used only on the Ford Drive Shaft Pinion No. 2597; but it's doubly valuable because it also pulls the Ford Transmission Drive Gear No. 3317.

The Duplex Puller is exceptional in its design and construction. Its screw and nut are made from forged steel and are guaranteed not to strip. The body of the tool is a malleable casting, flexible, but strong enough to stand

T-120—Price, \$5.00.
Weight, 3 lbs., 13 oz.

the severest strain to which a tool of this kind is ever subjected.

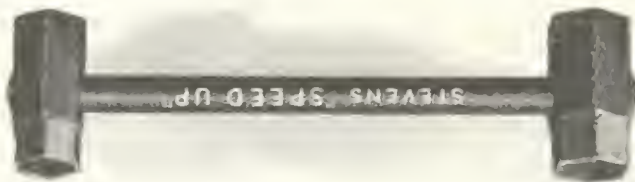
All bearing surfaces are smoothly machined for an accurate fit that will fully protect the Ford parts and prevent misalignment.

Stevens Fits-a-Ford Wrench

IT hardly seems possible, but it's absolutely true—this wrench with four sockets fits 95% of all the nuts and bolts on a Ford car.

A mighty welcome time-saver, because it eliminates adjustments and makes it easier to work in "hard-to-get-at" places.

Its sockets get a full, firm grip on the nuts and prevent rounding of the corners.



This wrench will prove one of the busiest tools in your shop—every one of your men should have one to speed his work.

No. T-460—Price, 50c. Weight, 1/8 lb.

Stevens

SPEED
UP



Tools

TRADE MARK

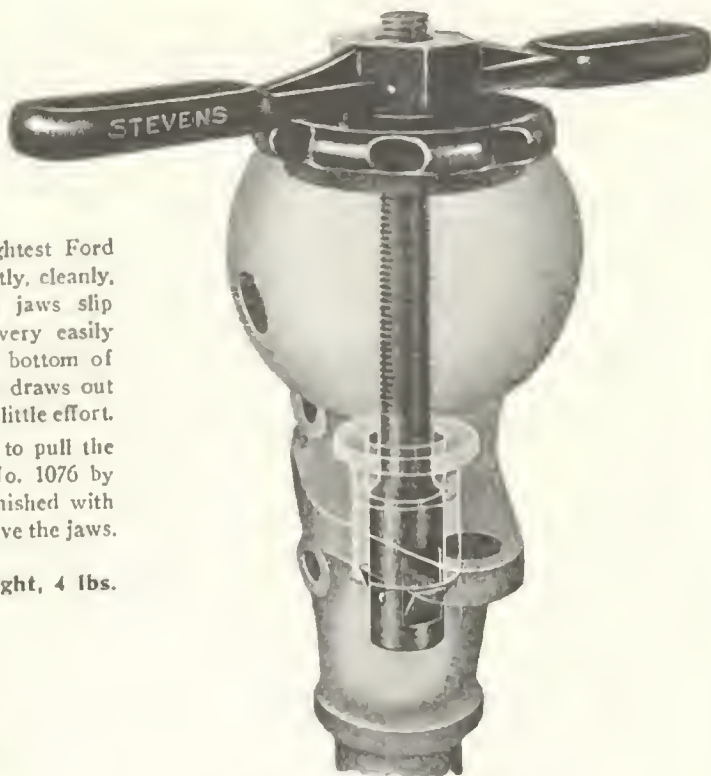
Stevens Bushing Extractor

**For Ford Drive
Shaft Bushing
2581
And Ford Ton Truck**

THIS tool removes the tightest Ford Drive Shaft Bushing swiftly, cleanly, positively. Its spring-acting jaws slip down through the bushing very easily and get a solid grip on the bottom of the bushing. The big handle draws out the toughest bushing with but little effort.

The extractor can be used to pull the Ford Ton Truck Bushing No. 1076 by placing the split bushing furnished with each tool over the spindle above the jaws.

T-231—Price, \$3.50. Weight, 4 lbs.



Stevens Driver for Ford Drive Shaft Bushing 2581

And Ford Ton Truck

THIS driver inserts the Ford Drive Shaft Bushing in true alignment and keeps the flange in perfect condition. The handle is deeply knurled so you can grip it firmly. The tool is made of machined steel and hardened.

T-230—For Ford. Price, \$1.25. Weight, 2 lbs.

T-232—For Ford Ton Truck Bushing No. 1076. Price, \$2.00. Weight, 2½ lbs.

Stevens

**SPEED
UP**
TRADE MARK



Tools

Stevens Reamer and Jig

For Ford Drive Shaft
Bushing 2581

And Ford Ton Truck

ACCURATE and quick reaming of the Ford Drive Shaft Bushing becomes a simple and sure operation with this jig. The jig is slightly tapered on the inside so that it binds firmly, even when the ball is badly worn.

The jig affords a long bearing for the reamer to keep it firmly in line.

The reamer is the usual fine quality Stevens Reamer.

T-244—Reaming Jig only for Ford. Price, \$2.00. Weight, 3½ lbs.

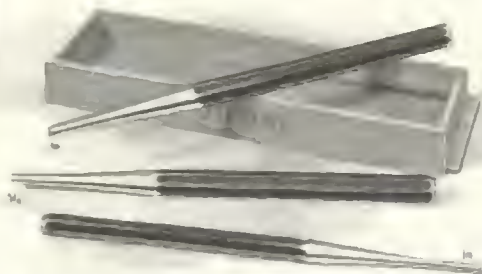
No. 2581—Reamer. Price, \$2.55. Weight, 1¾ lbs.

T-243—Reaming Jig only for Ford Ton Truck. Price, \$2.00. Weight, 3½ lbs.

No. 1076—Spiral Reamer for Ford Ton Truck Bushing. Price, \$3.00. Weight, 2¼ lbs.



Stevens Giant Punches



THE Giant Punch is the first "whale" of a punch—12 inches long! For lining up holes when assembling, for driving out hard-to-get-at pins and bolts, or cups, sleeves and bushings, Stevens Giant Punches afford a speed and utility for which there is no substitute. There are more varied and frequent uses for these extra big Punches than one can mention.

The points are formed straight for a length of 1½ inches, so they can follow into a hole without hindrance.

Made of chisel steel, tempered; length, 12 inches; in three different sizes:

T-453—¾" octagon steel, ⅝" point.

Price, 75c. Weight, 1 lb. 4 oz.

T-454—¾" octagon steel, ⅞" point.

Price, 75c. Weight, 1 lb. 3 oz.

T-455—¾" octagon steel, 1" point.

Price, 75c. Weight, 13 oz.

T-456—Set of 3 Giant Punches, as above, in sturdy wood box. Price, \$2.00.

Stevens

SPEED
UP



Tools

TRADE MARK

Refacers for Drive Shaft Housing Bushings

For Ford Car Front Bushing No. 2581 and Ford Ton Truck

Bushing No. 1076

THE flange of a new drive shaft babbitt bushing must frequently be reduced in thickness so that the universal can be properly fitted to the drive shaft.

Stevens Refacer faces down the flange of the bushing to any required depth, *without taking the bushing out.*

It eliminates filing or hammering the bushing. It prevents inconvenience, loss of time and doubtful results.

The keen-cutting edges on Stevens Refacer leave a smooth, perfect bearing surface. The tool has a long pilot which accurately guides the cutting so that the new face is square with the axis of the shaft.

Stevens Refacer is made of high grade tool steel. It will hold its fine cutting edge indefinitely. It can always be re-sharpened if accidentally damaged.

T-292—Refacer for Ford Car Front Bushing No. 2381. Price, \$4.50. Weight, 8 oz.

T-293—Refacer for Bushing No. 1076 on Ford Ton Truck. Price, \$5.00. Weight, 8 oz.



These tool steel Refacers give more accurate results quicker than any other method



Refacer for Steering Body Bushings Ford No. 2713

IN one operation, this tool faces down the flange of a new bushing to exactly the thickness necessary and also makes the face entirely smooth and square.

Its long pilot extends through both bushings. Therefore, this tool will cut more accurately and easily than any other method.

It has the same keen-cutting edges as the larger tool above. Its square shank fits either a tap wrench or brace.

T-291—Price, \$2.50. Weight, 4 oz.

Stevens **SPEED UP** Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Stevens Refacer No. T-290 With Self-feed Cutter and Screwlock Handle

THERE are many advantages for you in the use of this new Stevens Refacer, and chief among these are the perfect alignment and fit of the axle yoke and steering body on which depend the alignment of the wheels and easy steering of the car. Another advantage is the highly efficient operation of this Refacer which makes a true, smooth cut with practically no effort at all.

Still another feature, constituting an important time-saver, is the self-contained Screwlock Handle which renders the refacer ready for instant and positive operation, without losing a single moment to search for makeshift wrenches that are loose and awkward.

The self-feed nut provides the means for applying a steady and even pressure on the cutter. This enables the mechanic to make a smooth cut without effort by merely turning the handle, and it eliminates the possibility of damaging the cutter.

The new tool steel 'cutter is designed to take a heavy but smooth cut without biting in or chattering. It is impossible for the chips to clog or choke the cutter, and the cutting is so smooth that the bushing receives a mirror-like finish.

Because the pilot of the tool extends through the upper and the lower bushing and is firmly held by the screw feed, you are

For

**FORD Steering
Body Bushing
No. 2713**



assured that the bushings will be faced off absolutely square with the spindle bolt.

The screw-feed can be nicely adjusted to take a very fine cut, so that you can shave the flange of the bushing to exactly the right thickness to fit the axle yoke perfectly.

The Refacer is very simple in design. It is easily disassembled and all the parts are interchangeable. The Cutter will be re-ground by us at any time without cost.

T-290—Price, \$3.50. Weight, 1 lb. 12 oz.

Stevens

**SPEED
UP**



Tools

Stevens Universal Joint Tongs For Ford



IF there's one job on a Ford which every mechanic heartily dislikes it's the attempt to fit the Universal Joint into place when setting in the rear axle.

Many a finger has been bruised or mashed, and as for precious time lost—but, you know the story!

However, with Stevens Universal Joint

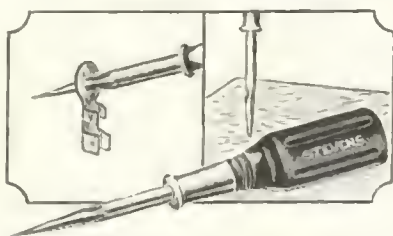
T-80—Stevens Universal Joint Tongs. Price, \$1.75. Weight, 1 lb.

Tongs this job loses all its terrors and becomes as tame as setting on a rear wheel.

These Tongs grip the joint firmly, afford perfect control and slip it into exact position instantly.

Stevens Universal Joint Tongs are 15 inches long for positive leverage, drop-forged and provided with jaws polished and hardened.

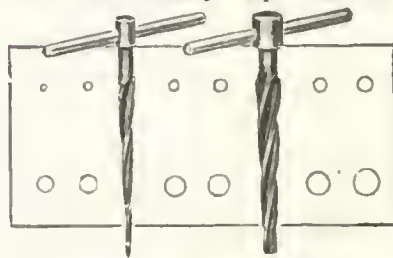
Stevens Reamawl



Here's a handy tool you'll have a lot of respect for, when you experience how many uses it serves better than any other tool. It was first designed to ream small holes and to start screws in hard wood. But it was quickly discovered that the Reamawl affords innumerable other uses around the work bench. The bit is made of tool steel, tempered and ground just right.

T-557—Stevens Reamawl. Price, 30c. Weight, 2 oz.


Stevens Utility Taper Reamer



Here are two Taper Reamers that enable you to enlarge a hole as small as $\frac{1}{8}$ " until it becomes $\frac{3}{4}$ "—**perfect holes**—in wood or metal. Especially useful when fitting instruments on dash or for general assembly work. These reamers are provided with Speed-Up Handles which enable you to use them without loss of time. Improved spiral cutting edges make a true, round hole without digging or chattering.

T-580—Size, $\frac{1}{8}$ " to $\frac{1}{2}$ ". Price, \$1.00. Weight, 4 oz.

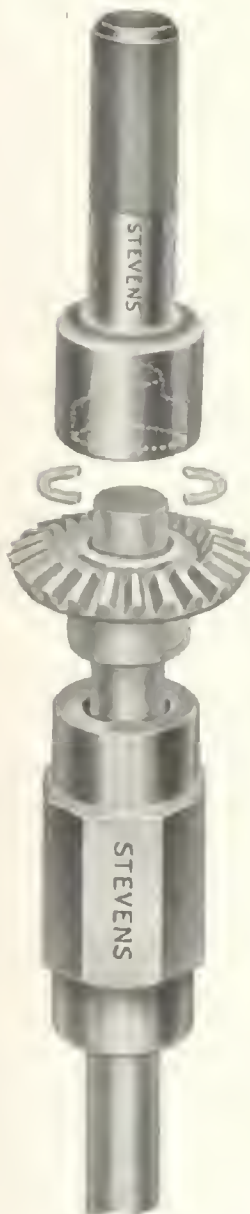
T-581—Size, $\frac{3}{8}$ " to $\frac{3}{4}$ ". Price, \$1.45. Weight, 6 oz.

Stevens **SPEED UP**  **Tools**

TRADE MARK

Stevens Driver Set T-150

For Removing and Replacing Ford Differential Gear No. 2520-B



HERE is still another tool which illustrates one of the underlying objects of Stevens Speed-Up Tools—namely, to provide, for a difficult job, a tool which is efficient in operation and yet so simple in design, that every shop can afford to own one.

This Driver Set is simplicity itself, but in its operation it is quicker, more easily handled and equally as effective as the large screw or arbor press, so often used for this purpose.

Stevens Driver Set consists of the Driver and the heavy Slugging Sleeve.

The Driver is turned from a solid piece of steel, case hardened, and it is used to drive the gear back far enough, so that the split retaining ring can be removed.

The shaft is then held in a vertical position with the gear down, while the Slugging Sleeve is put over the shaft and struck against the gear to drive it off.

These tools are also used in putting the gear back on the shaft and setting the retaining rings into position; and there is no risk of injuring any of the parts during this operation.

Certainly simple enough, isn't it? After you have tried this Driver Set once, you will probably agree, because of the excellent results you will get, that its simple design is the right idea not only as a time-saver but also as a money-saver.

T-150—Stevens Driver Set for Ford Differential Gear No. 2520-B, complete. Price, \$3.50. Weight, 6 lbs.

T-150A—Driver only. Price, \$2.75.

T-150B—Slugging Sleeve, only. Price \$1.00.

Stevens

**SPEED
UP**



Tools

TRADE MARK

Oversize Tap and Bolt Set For Ford Universal Ball Cap

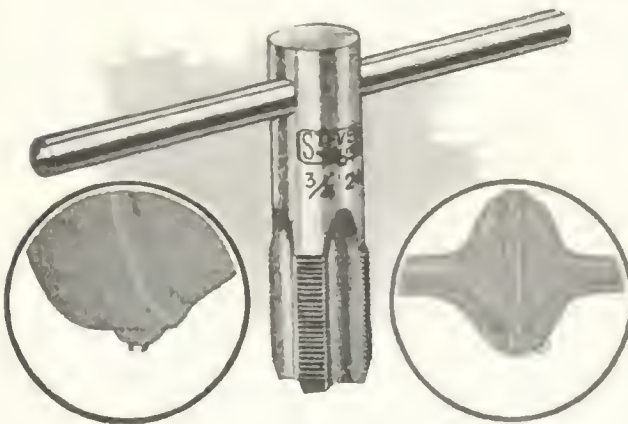


THESE oversized bolts replace Ford Part No. 3371 which are the two lower screws that fasten the Universal Ball Cap to the Crankcase. When the threads in the two lower holes in the crankcase become stripped, Stevens Tap prepares these holes for the Oversize Bolts—and the finished job is perfect.

T-205—Ten Oversize Bolts and Tap for Ford Universal Ball Cap, in wood box. Price, \$2.50. Weight, 11 oz.

T-206—Twenty Oversize Bolts for Ford Universal Ball Cap, in box. Price, \$2.00. Weight, 17 oz.

Stevens Rethreader T-209



For Differential Housing Oil Plug Ford No. 2532 and for Crank Case Drain Cup Plug Ford No. 3080

THE threads in these two plug holes frequently become so badly damaged that it's a mean time-wasting struggle to screw back the plugs right. But by applying this Rethreader to the holes, the threads are instantly cleaned and the plugs screw in easily.

T-209—Stevens Rethreader. Price, \$1.25. Weight, 5 oz.

Stevens

**SPEED
UP**



Tools

TRADE MARK

Stevens Transmission Bushing Tools



EACH tool in this outfit is complete—there are no separate parts to get misplaced, no time is lost making up combinations. You will note that Drivers T-296, T-294 and T-295A, are provided with substantial blocks to support the work properly.

A special feature is Extractor T-295B, for the Slow Speed Bushing Ford 3309. It has an ingenious, quick-acting, self-expanding action which grips this "blind" bushing positively. This Extractor adjusts itself and cannot slip.

The tools are machined from solid steel bar and hardened to give long service. They are conveniently proportioned and can be used as bench tools or in combination with any standard arbor press.

T-298—Complete set of tools for all Ford Transmission Bushings, in neat wood chest. Price, \$19.00. Weight, 32 lbs.

T-296—Driver and Block for Transmission Driven Gear Sleeve Bushing Ford No. 3320C. Price, \$3.00. Weight, 8½ lbs.

T-294—Driver and Block for Transmission Reverse Gear Bushing Ford No. 3304. Price, \$3.50. Wt., 7 lbs.

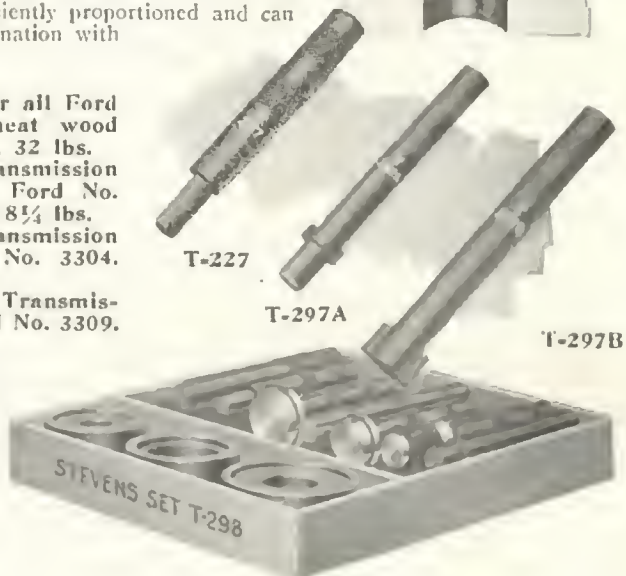
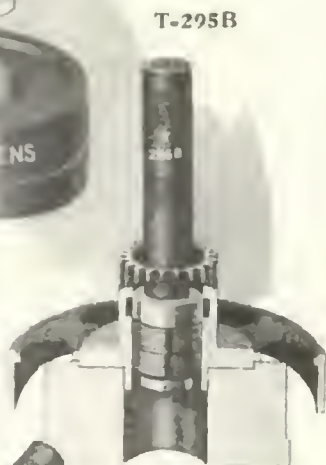
T-295A—Driver and Block for Transmission Slow Speed Bushing Ford No. 3309. Price, \$3.50. Wt., 9 lbs.

T-295B—Extractor for Ford No. 3309. Price, \$4.00. Weight, 2½ lbs.

T-297A—Driver for Transmission Driving Plate Bushing Ford No. 3327B. Price, \$1.00. Weight, 2 lbs.

T-297B—Puller for Ford No. 3327B. Price, \$1.25. Wt., 2 lbs.

T-227—Driver for Transmission Triple Gear Bushing Ford No. 3314½. Price, 90c. Weight, 1¼ lbs.



Complete set of Tools for Ford Transmission Bushings Assembled in Wood Chest.

Stevens

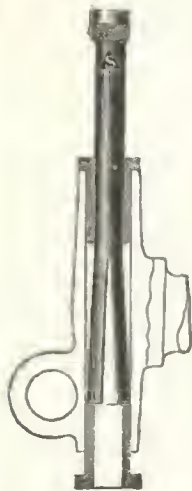
SPEED UP
TRADE MARK



Tools

Stevens Bushing Drivers

For Ford Steering Body Bushing No. 2713



Driving out Bushing

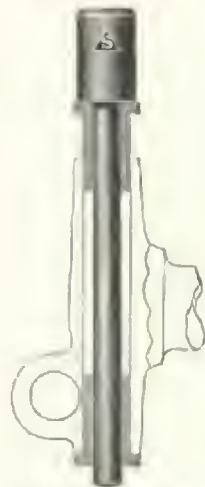
FOR removing or inserting Ford Steering Gear Body Bushings, which are usually the first on a car to need replacement, this set offers the shortest cut. It consists of an expanding tool for driving out the worn bushing, and a punch, with a solid head, for driving in the new bushing in exact alignment without injuring the finished surfaces of the bushing.

T-225—Set. Price, 80c. Weight, 13 oz.

T-226—Extractor, only. Price, 50c.

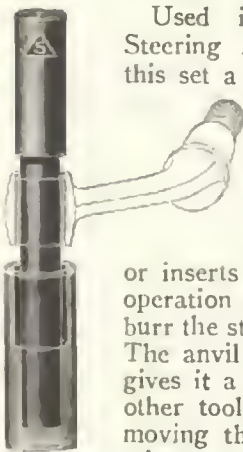
Weight, 6 oz.

T-226A—Insertor only. Price, 30c.



Inserting Bushing

For Ford Steering Arm Bushing No. 2714



Used in replacing Ford Steering Arm Bushing. In this set a suitable support or anvil is provided for the arm, which also acts as a concentric sleeve to guide the punch which drives out

or inserts the bushing. This operation does not distort or burr the steering arm bushing. The anvil feature of this set gives it a big advantage over other tools—it eliminates removing the steering arm, or other parts of the steering gear, from the axle when the bushing is being replaced.

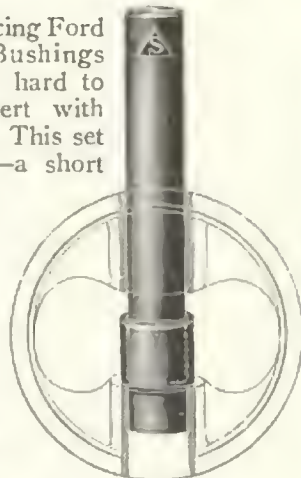
T-229—Set. Price, 65c.

Weight, 13 oz.

For Ford Piston Pin Bushing No. 3022½

Used in replacing Ford Piston Pin Bushings which are very hard to remove or insert with ordinary tools. This set has two parts—a short shouldered plunger, which is dropped into bushing from inside the piston, and a long punch, which brings the pressure to bear on the plunger, thus driving out the bushing. For driving in the bushing, the operations are reversed.

T-228—Set. Price, 40c. Weight, 10 oz.



Stevens

SPEED
UP



Tools

TRADE MARK

Stevens Spring Bushing Forc-Out



For Removing and Inserting at One Operation
Either Ford Front (No. 3820) or Rear
Spring (No. 3844) and Spring Perch Bush-
ings.

NEW Front and Rear Spring Bushings and Spring Perch Bushings frequently require renewing. The old bushings can be forced out and the new ones forced in at one operation by one man with this handy press. And the job is done by one man in half the time it used to take two men. Result: 75% saving in time.

The old way required one man to hold the dolly while the other hammered. Damage to new bushings was frequent, perches were often thrown out of line and clips were liable to be bent.

One man with Forc-Out does the job smoothly, quickly and without possibility

of damage to the new bushing. Forc-Out is a compact, powerful screw press.

After removing the spring shackles, Forc-Out is placed in position with one of the plugs facing the old bushing. As the bushings are of different sizes, the plug marked "front" has to be used for the front bushings and the plug marked "rear" for the rear bushings. The old bushing is forced out about $\frac{3}{16}$ in. by giving the screw two full turns. The new bushing is then placed in position and forced in with the press. This pushes the new bushing in and the old one out at the same time.

T-213 — Stevens Forc-Out for Spring Bushings. Price, \$5.00. Weight, 4 lbs.

Stevens

**SPEED
UP**



Tools

TRADE MARK

Stevens Front Wheel Cone Puller and Driver Set

For Removing and
Replacing Ford Front
Wheel Ball Bearing
Cones No. 2704



WITH the Puller it is possible to replace the cones without dismantling the spindles and taking them to the vise.

The puller operates as a screw press, two hardened lugs engaging against the rear of the stationary cone and the screw acting against the end of the spindle. The cone must come off straight and without wedging because of the equal pull on each side. The yoke acts to prevent the pulling jaws from spreading and also acts as a guide, resting on top of the cone and allowing the lugs to come at the center of the cone. The cupped end of the screw guides the outer end. In case increased leverage is necessary, the squared end of the screw can be turned

with a wrench. The puller is made from forged steel and all wearing parts are hardened.

The Stevens Driver keeps the cone exactly square with the spindle because it is bored the exact outside diameter of the spindle threads. It is machined from solid steel, hardened to give long service and the coarse knurling affords a positive grip.

T-212—Stevens Puller and Driver for Ford front wheel cone. Price, \$6.50.
T-210—Puller only. Price, \$5.25. 4 lbs.
T-211—Driver only. Price, \$1.50. 2½ lbs.

Stevens

SPEED
UP

TRADE MARK



Tools

Stevens Roller Bearing Cup Tools

For Removing and Replacing Ford Front Wheel Roller Bearing Cups



STEVENS Roller Bearing Cup Tools provide just exactly the proper equipment for removing and replacing Roller Bearing Cups on Ford Car Front Wheels. With taper roller bearings furnished interchangeable with the ball bearings, and the ordinary replacement business in coupes and sedans which are regularly equipped with roller bearings, these tools fill a big need in the shop.

The Driver is made of hexagon punch steel and has just the right curve and face so that it takes a solid bite in the limited space available. It is impossible to drive the cup out with a straight tool. It will remove either the small or large bearing cup and will not bend or lose its shape under hard usage.

There are two cup Inserters, one for the small cup and one for the large cup. They are machined to the form of the cups so as not to strain the cups. Each Inserter has a pilot which fits the machined center of the hub, thus insuring the cup being driven in exactly straight. All parts are machined from solid stock and the handles are knurled and hardened.

T-222—Set of three Roller Bearing Tools for Ford car front wheels. Price, \$5.00.

T-223—Punch Driver only. Price, 75c. Weight, 1¼ lbs.

T-224A—Cup Inserter, small size. Price, \$2.00. Weight, 3½ lbs.

T-224B—Cup Inserter, large size. Price, \$2.50. Weight, 2 lbs.

Stevens

**SPEED
UP**



Tools

TRADE MARK

Hub Rethreader for Ford



Puts clean thread on Ford Front or Rear Hub No. 2803 and No. 2815C in a few seconds, without danger of crossed thread. Will make crossed threads perfect.

STEVENS Hub Rethreader for Ford is something entirely new for the purpose and it brings success where all other devices have failed. As the threads on Ford hubs are very fine, it is next to impossible to start a solid die over them without crossing the threads; and, if the threads are already crossed by reason of the hub cap having been carelessly put on, it requires a lot of patience and most times causes further destruction of the threads to get a solid die started.

Stevens Hub Rethreader works on a different principle. The forged steel jaws are hinged so that they can be opened. The Rethreader is then closed on the entire length of the threads and turned OFF or unscrewed so that the teeth **MUST** follow the true thread and

straighten out any crossed or damaged threads.

The cutting edges, of forged steel, are given just the proper hardness, and the knurled thumb screw provides adjustment for wear or for slight variations in hub and thread diameters. This screw also prevents the teeth "jumping" into ridges or damaged parts of the hub. The wing nut at the end of the handle fits on an eye bolt pivoted in the other handle. A couple of turns of the thumb nut seats or unseats the tool and the eye bolt can be swung out allowing the Rethreader to open wide for quick application. The handles are curved to comfortably fit the hand.

T-181—Hub Rethreader for Ford.
Price, \$4.50. Weight, 1½ lbs.

Stevens

SPEED UP



Tools

TRADE MARK

Stevens Ball Cap Filing Fixture

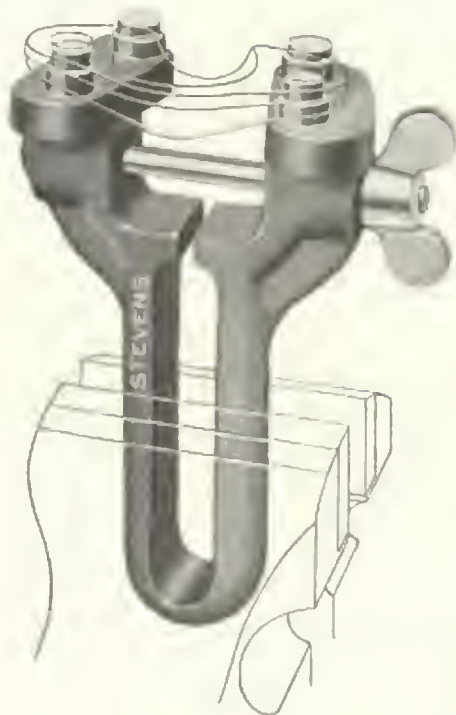
This Fixture securely holds Ford Steering Gear Ball Cap No. 2728 and Ford Front Radius Rod Ball Cap No. 2736 while filing or grinding flat face so that socket is a close fit on ball. Can be held in vise or in hand.

IT is impossible to secure these caps in a vise on account of the rounded sides and if they are gripped by the ends, they flop over as soon as pressure is applied to the file.

Some mechanics have used a hollowed piece of wood with a couple of nails to catch the holes, but this is flimsy and unsatisfactory and when used on the grinding wheel frequently allows the cap to slip out and throw the mechanic's hand against the revolving wheel.

It is necessary to dress these ball caps down on cars that have been in use for some time to make the sockets fit closely to the balls as there is no adjustment for wear. Even new caps have to be dressed down to fit the worn balls.

Stevens Ball Cap Filing Fixture is a sturdy clamp with hardened steel pins



set in the jaws. These pins engage the holes in the ball caps and hold them securely when the thumb screw is set up. They prevent distortion or damage to the caps. The two sets of pins are spaced to accommodate the two different sizes of ball caps.

The handle is of generous proportions and is so designed that it can be held in the vise when filing or held in the hand when the caps are dressed down on the side of a grinding wheel.

T-208—Stevens Ball Cap Filing Fixture.
Price, \$1.50. Weight, 1¾ lbs.

Stevens

**SPEED
UP**

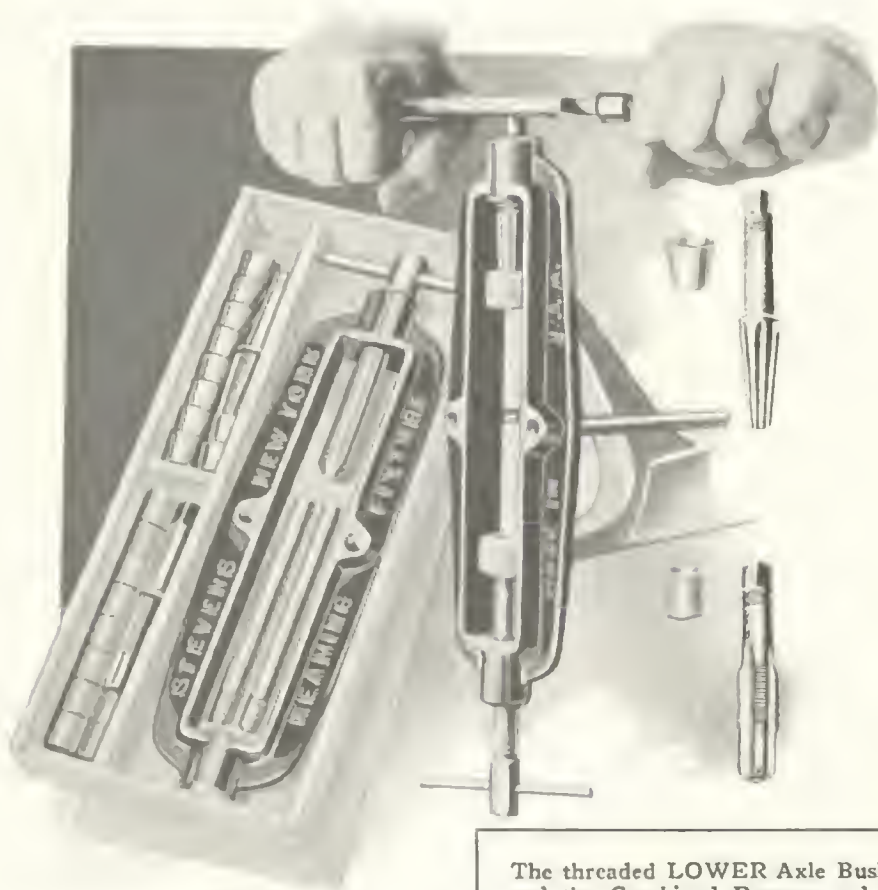


Tools

TRADE MARK

Stevens Axle Bushing Outfit

Remedies Worn Spindle Bolt Holes in Ford and Chevrolet Front Axles



The threaded LOWER Axle Bushing and the Combined Reamer and Tap in this Outfit can also be used on worn Brake Shoe Support Bolt Hole Ford No. 2567.

MANY thousands of Ford and Chevrolet owners are today being annoyed with wobbly wheels, defective steering and rapid wear of tires, which are caused by worn spindle bolt holes in the front axle.

Tell them that you can stop this annoyance by renewing the spindle bolt holes with Stevens Bushings, at only a fraction of the cost of a new front axle. At such reasonable charge, they will gladly let you make this necessary repair; and you will earn a good profit and land many extra jobs.

The holes are quickly prepared for the Bushings with Stevens Axle Bushing Fixture, which insures true alignment of the holes and feeds the reamer and tap for easy and smooth cutting of the tough axle.

The lower hole is remedied with the threaded Stevens LOWER Axle Bushing. First, the Combined Reamer and Tap, guided and fed by the Fixture, clears out the old thread and taps a new thread of $\frac{5}{8}$ in. diameter; then the lower Bushing is screwed in from the lower side of the yoke. The bottom threads of this Bushing graduate into oversizes, so that this Bushing will bind into place.

The upper hole of the yoke arm is reamed slightly oversize with the Taper Reamer.
(Continued)

Stevens

**SPEED
UP**



Tools

TRADE MARK

Stevens Axle Bushing Outfit

(Continued)

which is aligned and fed for light-cutting with the Fixture. Then the Upper Bushing, which is tapered on the outside, seats snugly into place.

Finally a Spindle Bolt of standard size is inserted into the bushed holes in the usual way. Both Bushings are made of steel. The repair will outlast the car; and because the Upper Bushing is tapered, the bolt can be fastened more securely than the original assembly.

Inspect all front axles of Fords and Chevrolets that come into your shop and watch out for worn spindle bolt holes. Then make it a practice to show your customers the benefits of applying Stevens Axle Bushings. Order this outfit today and try it. You will find this idea an active means of getting more business.

T-220—Stevens Axle Bushing Outfit, as illustrated, consisting of ten threaded Lower Axle Bushings with Combined Reamer and Tap; ten taper Upper Axle Bushings with Taper Reamer; one Axle Bushing Reaming Fixture complete.
Price, \$7.00. Weight, 5 lbs.

T-216—Extra Lower Axle Bushings, 20 in box.

Price, \$2.00 per box. Wt., ½ lb. per box.

T-214—Combined Reamer and Tap for Lower Axle Bushing.

Price, \$1.50. Wt., 4 oz.

T-218—Extra Upper Axle Bushings, 20 in box.

Price, \$2.00 per box. Wt., ½ lb. per box.

T-221—Taper Reamer for Upper Axle Bushing.

Price, \$1.50. Weight, 4 oz.

Stevens Engine Handles



These convenient handles, which screw into the spark plug holes, make it easy, positive and quick to lift the whole engine off the chassis or to remove the cylinder head. The handles are drop-forged of special

steel of unusual tensile strength and comfortably shaped for the hand. Two sizes:

T-240—½ in., Ford. Price, \$ 2.00 per pair.

Weight, 3 lbs. per pair.

T-241—¾ in., S.A.E. Price, \$2.00 per pair.

Stevens

SPEED
UP

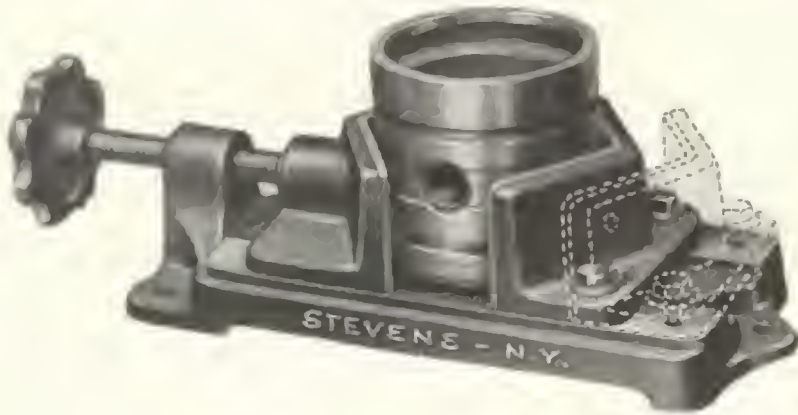


Tools

TRADE MARK

Stevens Universal Piston Vise

A Sensitive Shop Vise of Many Uses



THE ordinary bench vise is too powerful to risk its heavy grip on the thin shell of a piston.

The Stevens Universal Piston Vise is designed purposely to protect the piston against distortion. It has four points of contact—its jaws are leadlined—it has a bed to support the piston—its pressure can be nicely regulated to exactly the right degree.

This Stevens Vise is really a sensitive shop vise—it has many uses. It can hold any round

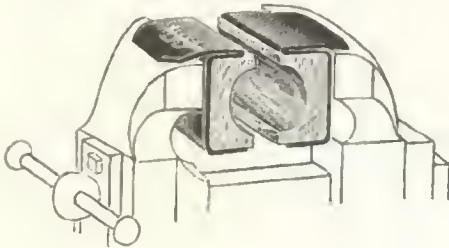
or irregularly-shaped work—such as Speedometer Heads, Vacuum Tanks, Clocks, Ball Bearings, Universal Joints, etc.—and holds the work firmly but gently.

The Stevens Vise has the greatest range—up to $5\frac{1}{2}$ in.; it has a base $10\frac{1}{2} \times 5\frac{1}{2}$ in. It is extra strong, accurately made and well finished.

T-115—Piston Vise. Weight, 13 lbs. Price, \$5.00.

T-116—Set of V-shape Hardwood Jaws fits Stevens Vise, converting it for straight-jaw uses. Price, \$.50.

Stevens Vise Jaws



These are flexible wood blocks, clamped in steel frames, which fit any vise, for holding wrist pins, shafts, bushings of about 1 in. diameter, without squeezing or injury the surface.

T-119—Stevens Vise Jaws. Price, 75c per pair. Weight, 14 oz.

Stevens

**SPEED
UP**



Tools

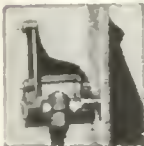
TRADE MARK

Stevens Piston Aligner with "Sea Lion" Indicator and Con. Rod Centering Gauge



The "Sea Lion" Indicator quickly shows twists or bends in connecting rod or wrist pin.

The "Sea Lion" is correcting bends in connecting rod.



The "Sea Lion" is checking connecting rod for twists. The aligner is so husky that rod can be straightened while on arbor.



The assembled piston is aligned by tilting and sighting against the highly machined surface.

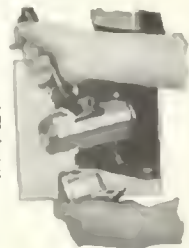
A skeleton or special piston can be aligned by placing the "Sea Lion" on top of piston and against the machined surface.

Tapered pistons are checked on both sides by getting same feeler gauge readings.



The new Centering Gauge insures final accuracy by checking central alignment of the connecting rod.

Note convenient clamp for quick adjustment or change of arbors.



Connecting rod bearings are test-fitted and scraped on arbor; assembled bearings can be test-fitted without taking apart.



This hardwood chest protects the 8 popular sizes of arbors furnished with the complete Outfit T-103.

STEVENS ALIGNER doesn't stop at squaring the connecting rod and wrist pin. The "Sea Lion," of course, squares up the pin and upper rod perfectly and also detects any twist in the rod. But Stevens Aligner goes still further to insure accuracy—it has a new Centering Gauge to correct the central alignment of the connecting rod. This Centering Gauge makes it certain that the lower part of the rod and the bearings are true to the axis of Cylinder, so that the entire assembly lines up perfectly. Only on Stevens Aligner do you get this complete accuracy.

T-100—Universal Model, with one Arbor. Price, \$20.00.

T-101—Extra Arbors, any size. Price \$3.10.

T-103—Universal Model, with eight Arbors, 1¼, 1⅜, 1½, 1¾, 1⅞, 2 and 2⅛ in. Price, \$40.00.

Stevens **SPEED UP** **Tools**

TRADE MARK

Arbor Sizes for Stevens Piston Aligner

Car	Year	Model	Motor	Diam. of Arbor	Car	Year	Model	Motor	Diam. of Arbor
Acme.....	All		Continental	See Cont.	Dodge.....	1919-23-24			1 1/4"
Anderson....	1920-23	30, 40, 50	Cont.	2 1/4"	Dorris.....	1920	6-80		2"
	1923-24	41	7R-8R	2"	Dort.....	1920-23-24	K-4	4 Cyl.	2 1/4"
Apperson....	1920-24	All	Own	2"	Dupont.....	1924			2"
Atlas.....	1920-22	21	Lycorning "K"	2"	Durant.....	1920-23	A & B		2 1/2"
	1922-24	22	Buda WTU	1 3/4"		1922-23-24		4 Cyl.	1 3/4"
Atterbury....	1920-23	20A	Cont. J-4	2"	Earl.....	1922-23-24	4-40	4 Cyl.	1 3/4"
	1920-22	7CX, 7D,	Continental	2 1/4"	Elear.....	1920-23-24	7R-8R	Continental	2 1/4"
		22D				1920-23-24	K	Lycorning	2"
	1923-23	22-G	Continental	2 1/4"		1923-24	C	Lycorning	2 1/4"
Autocar.....	All	2 Cyl.		1 3/8"	Essex.....				1 1/2"
	All	4 Cyl.		2 1/4"					
Bessemer....	1920-24	G-II2	Continental	1 3/8"	Ford.....				1 1/4"
Bethlehem...	1920-24	A, B, C, D,	North Amer	1 3/8"	Fordson....				2"
		G, H, GN			Franklin....	1920-22	9-B		1 1/2"
	1920-24	K, KN	Own	1 3/8"		1922-23-24	10A & 10B		2"
Briacoe....	All	All		1 3/8"	Garford.....	1920-23	66B, 70B,	Buda	1 3/8"
Brockway...	1922-24	E, S	Own	1 3/8"			75C, 25,		
	1920-24	F2, K3, K4		2"			25B, 15		
	1923-24	K		2 1/4"		1920-23-24	70H-726	Buda	2 1/4"
	1920-24	R, RA		2 1/4"		1920-23-24	77D-51D	Buda	2 1/4"
	1923-24	T-5		2 1/4"		1920-23-24	6SD		2 1/4"
	1922	S-2		1 3/4"	General Mtr. Tr.....		K-15, 16	G.M.-80	2 1/4"
Buda.....	All	MU, WTU,		1 3/8"			K-20, K-41	G.M.-84	2 1/4"
		OU, AU,					K-71, K-101	G.M.-88	2 1/4"
		WU			Graham Truck.....			Dodge	1 3/4"
		ETU, HTU		2 1/4"	Gray.....	All	All	R.	2"
		YTU, BTU		2 1/4"					
		CTU		2"	Haynes.....	1920-23	47, 50, 55, 57	Haynes	2"
Bulck.....	1920-21	All		1 3/8"		1922-23-24	75-77-60		2 1/4"
	1922-23	6 Cyl.		2 1/4"	H.C.S.....	1920-23	4	4 Cyl.	2"
	1922-24	4 Cyl.		2"		1923	6	6 Cyl.	2 1/2"
Cadillac.....	All	8 Cyl.		1 3/4"	Hercules....		O, Cu, Mu		2"
Chandler....	1920-22	All		2"			T-2, T-3		2 1/4"
	1923	32		2 1/4"			OX, OBN		2"
	1924	32-A		2 1/4"			MH-2,		2"
Chevrolet...	1920-24	490,		1 3/4"			MH-3		
		Superior G		1 3/4"	Herschell- Spillman...		All except		2"
	1920-23-24	FB, T		1 1/2"			Model 15		
	1922-23-24	FB		1 3/8"			15		1 3/4"
Clydesdale...	1923-24	10	Cont. N	1 3/4"	Hudson.....	1924	Super Six		2 1/4"
	1923-24	8	J-4	2"					
	1923-24	8	K-4	2 1/4"	Indiana Truck	1920-24	12	Own	2"
	1923-24	6	L-4	2 1/4"		1920-23-24	20-25-35	Own	2 1/4"
	1923-24	4-2	B-5	2 1/4"		1920-23-24	51	Wauk	2 1/4"
Continental..		N		1 3/4"		1924	11	Hercules	2"
		J-4		2"				"O"	
		K-4		2 1/4"	International Har.....	1920-23-24	All		1 1/2"
		L-4		2 1/4"					
		6Y		1 3/4"	Jewett.....	1922-23	6-50		2 1/4"
		9N		1 3/4"	Jordan.....	1919-22	F		2 1/4"
Cleveland...	1923-24	All		1 3/8"		1921-22	MX, M, 11		2 1/4"
Colc.....	All			2 1/8"		1924			2 1/4"

Stevens

SPEED
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Tools

TRADE MARK

Arbor Sizes for Stevens Piston Aligner

Car	Year	Model	Motor	Diam. of Arbor	Car	Year	Model	Motor	Diam. of Arbor
Kelly- Springfield.	1920-23-24 1924	All models K33, K380, K39	Own Own	2 1/8" 1 3/8"	Reo Speed Wagon.....	1920-23	F, V	4 Cyl.	1 3/8"
Kiesel.....	1920-23-24 1923-24 1924	45 55 1, 1 1/4, 2 1/4, 3 1/2 Ton Truck	6 Cyl. 6 Cyl. Own	2" 2 1/4" 2"	Rickenbacker	1922-23-24	A, B	Own	2"
Lafayette....	1920-23-24	All		2"	Rolls-Royce..	1912-23-24	All	Own	2 1/4"
Lexington....	1921-23-24	All		2 1/4"	Ruggles.....	1922-23-24	M-15	Herschell- Spillman Hercules	2"
Liberty.....	1920-23	All		2"		1922-23-24	M-40, 20-R		2"
Lincoln.....	1920-23	All		2"	Seagrav.....	1920-23	90-B All others	Continental Continental	2 3/8" 2 1/4"
Lycoming....	1917-22-24	K-KA		2"	Service Truck.	1920-23-24 1920-23-24	220-21-25 31-32-36-37 41, 51, 52, 71, 72	Buda	1 3/8" 2 1/4"
Mercedes.....	1920-22	All		2 3/8"		1920-23-24	76, 101-102, 12		2 1/4"
Midwest.....	1923-24 1920-23 1920-23	All 309, 400 402, 410, 411 412, 620, 610		2 1/4" 3" 2 1/4"	Stephens.....	1921-22 1923-24 1923-24	15 42, 61 81, 103	Midwest Buda	2 3/8" 2 1/4" 2 1/4"
Mitchell.....	1920-23	All		2"	Stewart.....	1920-23-24	All	Own	2 1/4"
Moon.....	1920-21 1922-23-24 1924 1923	All 6-58 6-60 6-40	Continental Cont. 8R Cont. 7R Cont. 6Y	2 3/4" 2 1/4" 2 1/4" 2"	Studebaker...	1920-23	All	Own	2"
Nash.....	All	Six Four Truck	Own Own Own	2 1/4" 2 1/2" 2"	Stutz.....	1924	KLDH, 690	4 Cyl. 6 Cyl.	2 3/4"
National.....	All	All	Own	2 1/4"	U. S. Motor Truck.....	1920-23-24 1920-23-24	N, NW R	Hinkley HAA	1 3/8" 2 1/4"
Northway....	All	All	Own	2 1/4"			S S. Special T U	Hinkley HA Hinkley HA Buda Buda	2 1/4" 2 1/4" 2 1/4" 1 3/8"
Oakland.....	1920-23 1924	All 6-54		1 3/8" 1 3/8"	Vellie.....	1922-23-24 1920-23-24 1920-22-24	58 46 48	Own Continental Continental	2" 1 3/8" 2 1/4"
Oshkosh.....	1920-23 1924	All Model F	Wauk.	1 3/8"		1920-22-24	Falls Y2		1 3/8"
Packard.....		D&L3, 4, 5, 6 125-135 3-25, 3-35 2-25, 2-35	Own	2 1/4" 2" 2 1/4" 2 1/2"	Waukesha Mtr.....		EO, DO, CO, FU Y, YA		2 1/4"
Paige.....	1924 1920-24 1920-21- 22-23-24	Six 6-42 6, 66, 6-70	6 Cyl. Paige Continental	1 3/4" 2 1/4" 2 3/8"	Westcott.....	1920-22- 23-24 1920-21	C-38, A-44 B-44, C-44 C-48, D-48	Continental	2 1/4" 2 1/4" 2 1/4"
Peerless.....	1920-23-24	All	Own	2"	White.....	1923-24 1923-24 1920-24	15-20 40-45 TCD	6-K GO, GN GEG	2 1/4" 2 1/4" 2 1/4"
Pierce-Arrow.	1920-23-24 1920-24	6 Cyl. 48 HP 4 Cyl. 25 HP 3 1/2 ton, 5 ton		2 1/4" 2 1/4" 2 1/4"	Willys Overland...	1920-22- 23-24 1920-21-24 1922-23-24	4, 01 20 20, 27, 64, 67 S.U.		1 3/8" 1 1/8" 2 1/4" 2"
Premier.....	1917-23-24	All	Own—6D	2 3/4"	Wisconsin....				
R.&V. Knight	1920-23-21 1921-22-24	J, H R		2 3/8" 2 1/4"	Yellow Cab...		O3, A-2		2"
Reo.....	1920-23-24	T6, U6		2 1/4"	W.S.M.....	[?] All [?]	All		2 1/4"

Stevens

SPEED
UP



Tools

TRADE MARK

Stevens Cylinder MicroGauge

Makes it as simple as using a foot rule to measure the exact wear of the cylinder and the piston and to determine the over-size when fitting new rings, etc.



EVERY mechanic can immediately understand and use the simple principle of STEVENS MICROGAUGE to stop the errors that cause oil-pumping and loss of compression.

STEVENS MICROGAUGE has a fixed pin and an adjustable pin. The two pins together equal the standard size of the cylinder to be measured. So when the MicroGauge is adjusted to a cylinder, the opening between the fixed pin and the adjustable pin equals the correct oversize which is measured with any feeler gauge, easily and accurately.

By adjusting the MicroGauge to the cylinder at different positions, you can see quickly whether the cylinder is out of round and what oversize of ring is required.

Fixed pins are supplied in all sizes to measure any standard cylinder. The MicroGauge can be had with one or more fixed pins, or in the popular Set T-504 with ten fixed pins.

Prices of Stevens MicroGauge

T-504—MicroGauge with ten popular sizes of pins and Thickness Gauge, \$5.00. Weight, 12 oz.

T-500—MicroGauge with set of pins for any standard size cylinder and Thickness Gauge, \$2.50. Weight, 6 oz.

T-501—MicroGauge only, \$1.75.

T-502—Thickness Gauge, \$0.75.

T-503—Extra Fixed Pins, any size, \$0.30. (Specify diameter of cylinder and we'll send correct pins.)



Stevens

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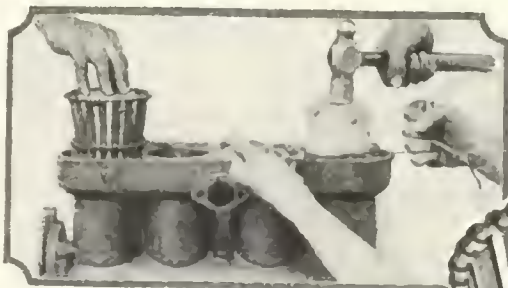


Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Stevens Piston Ring Compressor



a little pressure on top of piston spring at bottom of compressor automatically closes rings as they enter the cylinder. Constructed of the best material, finished in white nickel.



ENTIRELY automatic, no adjustments are necessary. Prevents breakage of piston rings and instantly adjusts itself to all sizes and types of piston rings from $2\frac{3}{4}$ to $4\frac{1}{2}$ inches in diameter, covering all the sizes of standard motors. The illustration clearly shows simplicity as compared with old method.

With Stevens Compressor, simply draw compressor over lower end of piston a short distance, then place piston in cylinder and with

T-106—Stevens Ring Compressor. Price, \$1.50. Weight, 1 lb.

Stevens Ring Groove Cleaner



WITH Stevens Groove Cleaner you can remove the carbon from the grooves in any piston in a single minute. Compare that speed with the lengthy time required when you use a screw driver, broken ring or other makeshifts for this job!

However, that isn't the only advantage—you can also feel assured of correct fitting of the

rings because the grooves are so thoroughly cleaned with Stevens Groove Cleaner.

Stevens Ring Groove Cleaner is operated by raising it up and down while rotating it around in the groove. This action completely cleans both the side walls and the bottom of each ring groove.

Made in two sizes:

T-113—For pistons $3\frac{3}{4}$ " (Ford) and over. Price, \$1.00. Weight, 9 oz.

T-114—For pistons up to $3\frac{1}{2}$ ". Price, \$1.00

Stevens

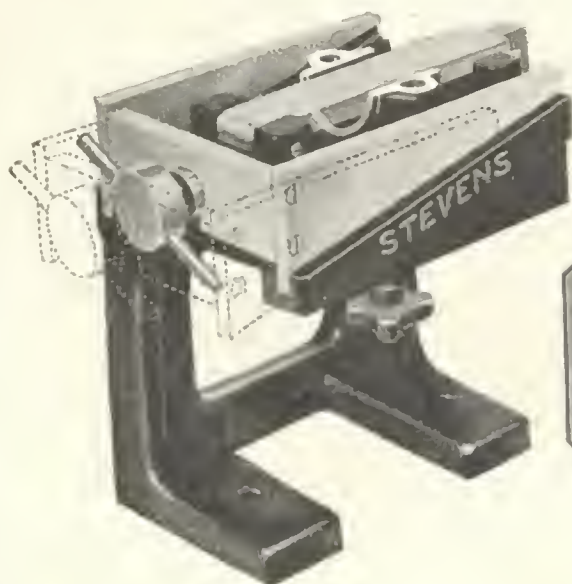
SPEED
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Tools

TRADE MARK

Stevens Bearing Cap Filing Fixture



For Ford Connect-
ing Rod and Crank-
shaft Bearings



THE fitting of bearing caps is one of the very "fussy" jobs on the engine. If the faces of the caps are not filed in true line or if the caps and babbitt are distorted while gripped in a vise, then the bearing when tightened up will touch the crankshaft only in spots. You can readily see that these spots will quickly wear off, resulting in loose bearings and knocks.

The only method of insuring perfect uniformity in your fitting of bearings is to use Stevens Bearing Cap Filing Fixture.

While this Fixture is designed for Ford, it is equally well adapted for any other bearings of similar dimensions. This Fixture is designed for both the upper and lower connecting rod bearings and the crankshaft bearings.

It clamps the cap firmly without marring babbitt or distorting the cap.

After the cap is clamped in position, the file guides are adjusted flush with the cap

faces, and then the guides can be lowered by turning the nut, which is calibrated by thousands, to allow for filing the faces down exactly as many thousands as desired. The guides afford perfect alignment while filing.

The completeness and sturdiness of the Fixture are shown by such features as the hardening of the steel guides which gives them lasting service; the precision with which the calibrated nut raises or lowers the guides horizontally to any requirements; the safe way in which the bearing cap is secured between the hinge, the under surface of which is rounded to conform with and protect the babbitt, and the set screw beneath. It is very simple to operate.

When you consider the importance of uniformity in fitting bearings, you will agree that this precision Fixture, which renders certain the accuracy and speed of your work, is worth many times its modest cost.

T-132—Stevens Bearing Cap Filing Fixture. Price, \$11.00. Weight, 13 lbs.

Stevens

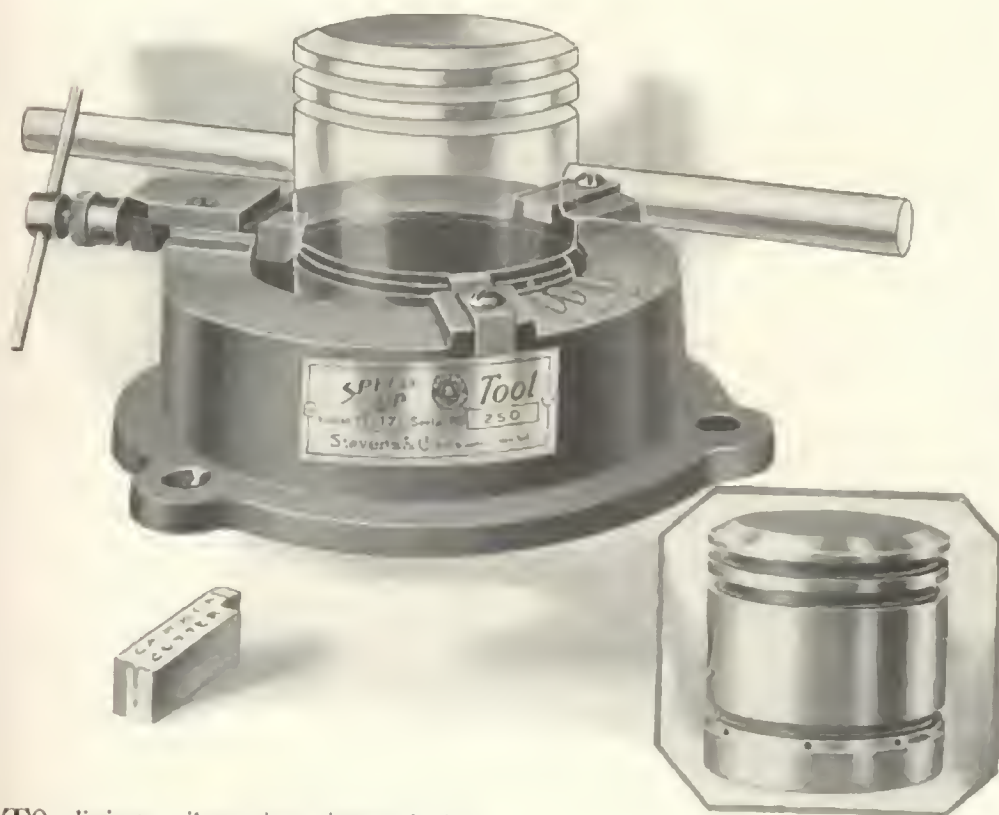
SPEED
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Tools

TRADE MARK

Stevens Piston Oil-Groove Tool and Oil-Return Hole Drilling Jig for Ford and Fordson



TO eliminate oil-pumping pistons, it has become the widespread practice both to put an oil-groove on the piston and to drill oil-return holes in the oil-groove.

Stevens Oil-Groove Tool is designed to chamfer an oil-groove and serve as a jig to simplify drilling the oil-return holes.

This tool chamfers the lower edge of any groove in the piston at exactly the correct angle. The cutter is made of an excellent grade of tool steel; it has proper clearance to obtain a clean, smooth cut. The feed screw has a stop to prevent an accidentally deep cut.

A bar is furnished for turning the piston. When the tool is fastened to the bench, the piston is inserted disassembled as illustrated above. But when the tool is clamped vertically in a vise, the piston may be inserted with the

connecting rod and turned by passing the bar through the connecting rod bearings.

A carbon cutter is also provided. This quickly replaces the chamfering cutter and completely removes all the burnt deposits from the bottom of the ring groove.

One of the steel jaws is designed as a jig to drill the oil holes. The face of the tool is marked with spacing divisions for locating the holes at any desired intervals. The number of oil holes required depends upon the condition of piston and cylinder wear; but, as a rule, four to six holes are sufficient.

This method will cure the most persistent cases of oil pumping and its application requires only about ten minutes to the piston.

T-117—Piston Oil-Groove Tool for Ford and Fordson. Price, \$9.50. Weight, 8 lbs.

Stevens

SPEED
UP



Tools

TRADE MARK

Stevens Re-Babbitting Jig for Ford Connecting Rod Bearings

WHILE this is a moderate price tool, its efficiency will satisfy the most careful mechanic.

It follows the correct factory practice of casting the two pieces separately. This insures a perfect bearing divided in the exact center, ready for bolting together and reaming.

This method is superior to that of casting the two connecting rod pieces as a unit, for it eliminates all the cutting, filing, trimming and redressing which must be done on the unit casting.

With the Stevens method the two pieces are ready for reaming right after they are cast. They should be clamped into the Stevens Reaming Jig, illustrated below, where they are automatically secured for true reaming to exact size.

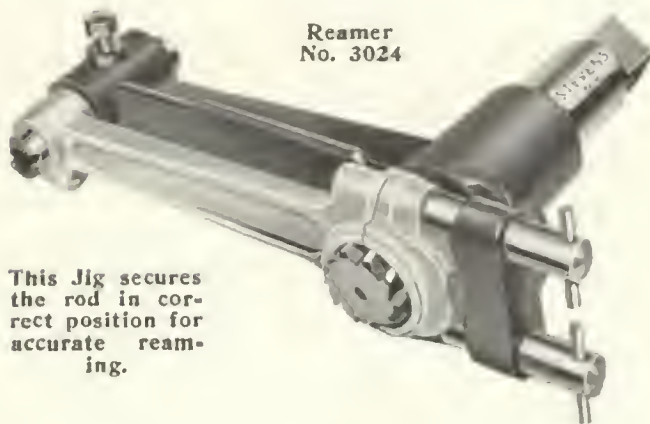
Make no mistake about the efficiency of this little jig—it's compact and simple, but it gives excellent results. It enables you to use your spare time in putting perfect new bearings in

This approved method of casting each half separately gives a perfect bearing without trouble.



the old rods. The cost will be only about one-third that of a new rod. You also avoid delay and the tying up of money in new rods.
T-126—Price, \$5.00. Weight, 1½ lbs.

Stevens Connecting Rod Reamer and Jig



Reamer
No. 3024

This Jig secures the rod in correct position for accurate reaming.

In Stevens Jig the connecting rod is automatically secured in correct position for guiding the reamer in a straight line between exact centers of the bearing.

All the rods will, therefore, have a uniform and standard length, resulting in balanced compression—and that's the biggest factor in a sweet, quiet motor.

The Stevens Reamer smoothly finishes the bearing to exact size and has an extra long shank to fit the Stevens Jig.

T-130—Jig, \$5.00.
Weight, 2½ lbs.
Reamer No. 3024, \$3.00.
Weight, 2 lbs.

Stevens **SPEED UP** Tools

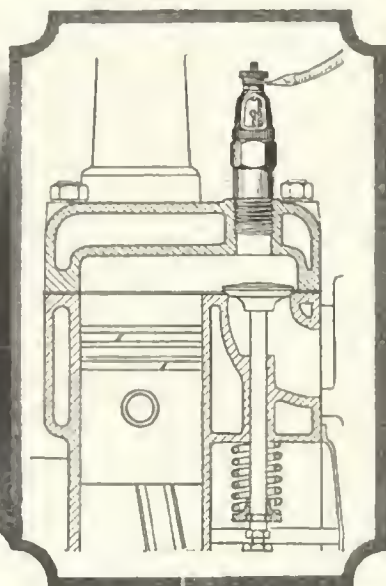
TRADE MARK

Watch the Ball—That's All!

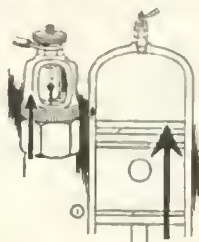


Stevens
Timing Tester

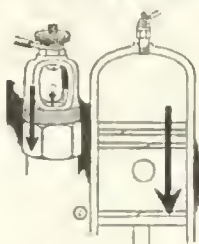
Shows when piston is on top dead center. No guesswork—accurate as a scale. Also shows when spark occurs and both indications are seen at once. You don't have to look in two places.



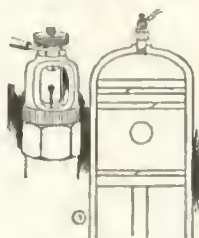
See How it Tests the
Spark Timing.



If the spark occurs
before the ball drops,
the spark is advanced.



If the spark occurs
after the ball drops,
the spark is late.



If the spark occurs
just as the ball drops,
the spark is on top
dead center.

NO more guesswork. No more makeshift methods of setting the spark. This little tester screws into the spark plug hole and has a sensitive plunger which operates the little ball under the red hood. When the ball is UP, the engine is on compression stroke. The instant the piston reaches top dead center, the ball DROPS. No need to poke wires or rods through the hole trying to locate the piston top. No need to run chances of crushing fingers, sticking them through the hole. The mechanism is so delicately balanced that no matter how slowly the crank is turned the ball will respond instantly.

Timing the engine is an exact operation. If not timed ABSOLUTELY right, the engine will be sluggish, will not have power, will waste gasoline or will knock. By simply slipping the spark plug cable under the clip on Stevens Timing Tester the spark occurs alongside the ball. If the spark jumps before the ball drops, the spark is early. If it occurs after the ball drops, it is late. The ball and the spark are right together and can be watched while the spark lever is advanced or retarded. No need to test breaker points with cigarette paper to find out when they open. The visible spark shows everything as it actually occurs when the engine is running.

T-93—Set of three sizes, S.A.E., $\frac{1}{2}$ inch and metric. Price, \$4.00.

T-90—S.A.E., size. Price, \$1.50.

T-91— $\frac{1}{2}$ inch size. Price, \$1.50.

T-92—Metric size. Price, \$1.50. Weight, 1 lb. each.

Stevens

SPEED
UP



Tools

TRADE MARK

Stevens Manifold Clamp

For Ford



THIS useful tool cuts in half the time usually required to attach the Ford exhaust and intake manifolds. Under the old way the job often seems about all set when something slips, gaskets drop out of place—and then you've got to do it all over again.

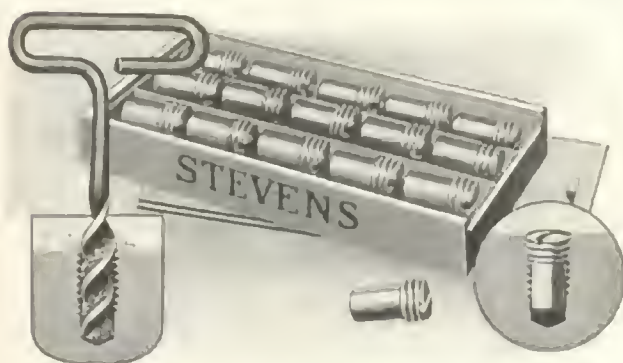
The exhaust manifold generally gives the most trouble. But when Stevens Manifold

Clamp is used to hold it in place, it becomes a simple matter to apply the other manifold and tighten up the nuts.

Fits quickly into place on the manifold and cannot slip off.

T-258—Stevens Manifold Clamp. Price, \$2.50. Weight, 3 lbs.

Stevens Carbon Keepouts




T-238—Complete set of 15 Carbon Keepouts and one Cleaner. Price, \$0.90. Weight, 7 oz.

THESE plugs are designed to keep carbon and dirt out of the holes when the cylinder block is being cleaned. The Keepouts have rounded pilots that drop into the holes and center the screws for a quick start so that they can be easily screwed in with the fingers.

They are screwed in slightly below the surface of the block to prevent all hindrance to the operation of scraping.

The pilot is just long enough to serve as a gauge to show whether the hole has sufficient clearance to admit the bolt.

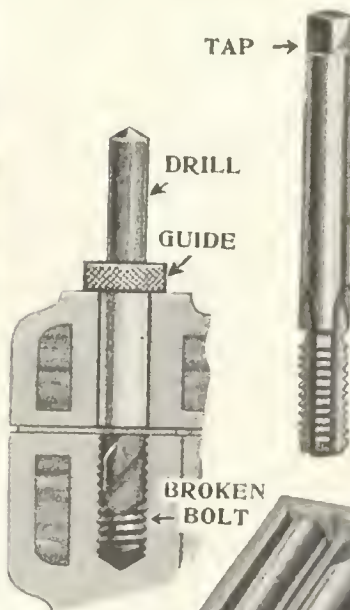
In case the hole has previously been clogged, the spiraled Cleaner, included with the set, will quickly remove all dirt.

Stevens **SPEED UP**  **Tools**

TRADE MARK

Stevens Tap and Drill Set

For Drilling Out Broken Ford Cylinder Head Bolts and Chasing the Threads to Fit Original Size Bolts, without Removing Cylinder Head.



A BIT of carbon or dirt in the bolt hole, and SNAP goes the bolt when you take that LAST pull on the wrench! Then a sinking sensation when you realize the heartbreaking job of centering the drill, having it run off into the threads, redrilling for a larger bolt, redrilling the head, and so on. A good hour's job!

But not so with Stevens Tap and Drill Set. The cylinder head does not come off and nothing else is disturbed. The drill guide keeps the drill absolutely in the center of the broken bolt and when the drill gets to the bottom, the guide is pulled out by the knurled collar and the special tap cleans out the threads just like new. A matter of minutes, and another standard bolt is in place and turned home.

The time saved on ONE job will pay for the set.



T-200—Stevens Tap and Drill Set. Special drill, guide and special tap in wooden box. Price, \$1.50. Weight, 38 lbs. per 100 sets. Parts also supplied separately.

Stevens

SPEED
UP

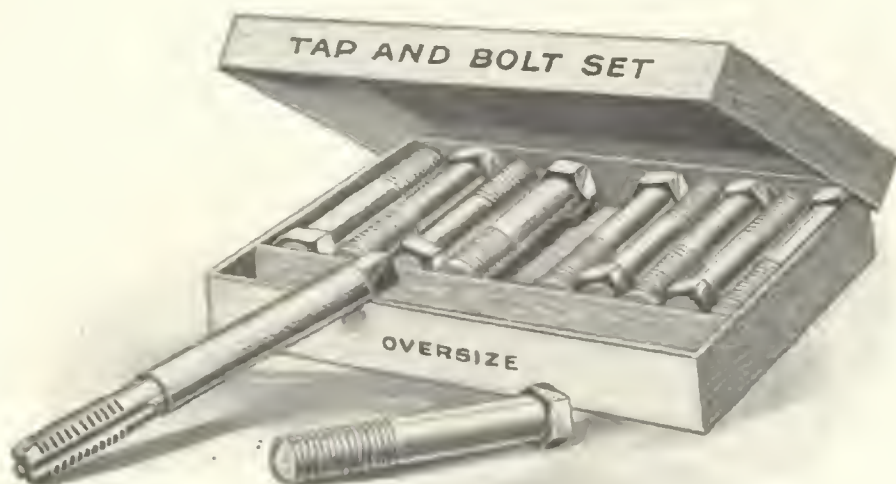


Tools

TRADE MARK

Stevens Oversize Tap and Bolt Set

For Ford Cylinder Head



WHEN the cylinder head bolt holes of the Ford become stripped this Stevens Tap and Bolt Set furnishes a quick and inexpensive repair that is every bit as strong, if not stronger, than the original bolt hole threads.

Ordinarily the stripped hole would have to be drilled out to the next size larger bolt and a new thread cut. But this Tap is exactly the same thread pitch as the original bolt but is $\frac{1}{16}$ inch larger in diameter. Therefore it simply goes into the same threads or what remains of them, cuts down to a full clean thread and does this without drilling or even removing the cylinder head. The new bolts, while oversize in diameter, have the same hexagon heads as the original bolts, so that regular wrenches will fit all bolts, standard or oversize.

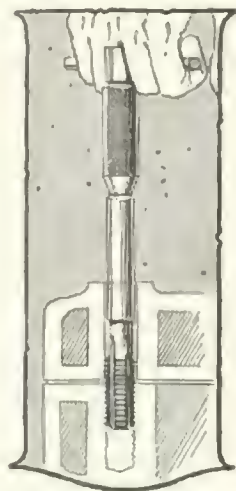
The set includes the special Tap with long shank so that it can be turned from above the cylinder head and ten of the Special Bolts which have $9/16 \times 14$ threads per inch.

T-201—Tap and 10 bolts $2\frac{3}{8}$ " long for old Fords. Price, \$2.50. Weight, 2 lbs.

T-202—Tap and 10 bolts $3\frac{1}{4}$ " long for 1919 and later Fords. Price, \$2.50. Weight, $2\frac{1}{2}$ lbs.

T-203—20 extra bolts, $2\frac{3}{8}$ " long. Price, \$2.40. Weight, $3\frac{1}{2}$ lbs.

T-204—20 extra bolts, $3\frac{1}{4}$ " long. Price, \$2.40. Weight, 4 lbs.



The stripped hole is threaded oversize right through the head without even drilling. Just blow out the chips and put in the new bolt.

Stevens

SPEED UP



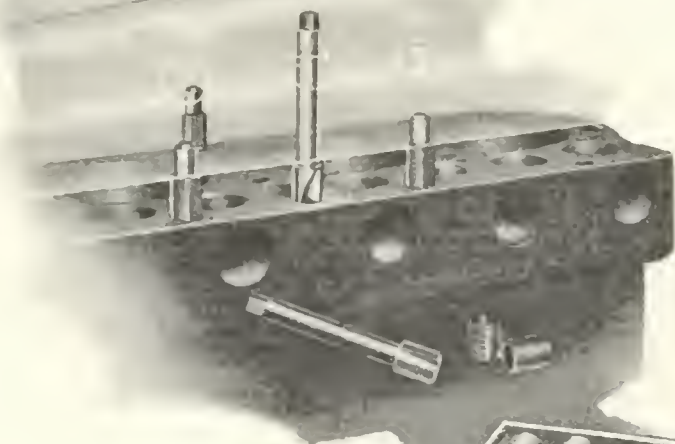
Tools

TRADE MARK

Stevens Cylinder Bushing Set

For Ford
and Fordson

This Bushing replaces the stripped thread in the Ford cylinder block. The Bushing takes a cylinder head bolt of standard size.



OF course the Stevens *Oversize* Cylinder Head Bolt is widely used today for this job.

But some mechanics prefer the advantages of using a bolt of *standard size*. It saves drilling the motor head to take the oversize bolt. For them this repair has been perfected. It is easy to apply and is permanent.

Cylinder Head Serves as Jig

In this set we use the cylinder head as the jig. That method insures a quick, accurate, clean-cut job.

A special Tap and Reamer are furnished for preparing the hole for the Bushing.

The Tap and the Reamer are held in exact position during the operation by their long shanks which extend through the cylinder head. The cylinder head is properly located by means of three threaded hexagon Studs furnished with the set.

After tapping the hole, the Bushing is screwed into place. The threads of the Bushing taper slightly, causing the Bushing to bind securely when flush with the cylinder head.

The Bushings are threaded inside $\frac{7}{16}$ -14 to fit the Ford cylinder head bolt of *standard size*.



The Set consists of one Reamer, one Tap, 3 Positioning Studs, Stud and Nut for Inserting bushings, and 10 threaded Bushings.

T-235—Complete set for Ford. Price, \$3.50. Weight, 1 lb.

T-236—Bushings only, 20 in box. Price, \$2.00. Weight, $\frac{1}{2}$ lb.

T-233—Complete Set for Fordson. Price, \$4.80. Weight, 2 lbs.

T-234—Bushings for Fordson, 20 in box. Price, \$2.50. Weight, 11 oz.

Stevens

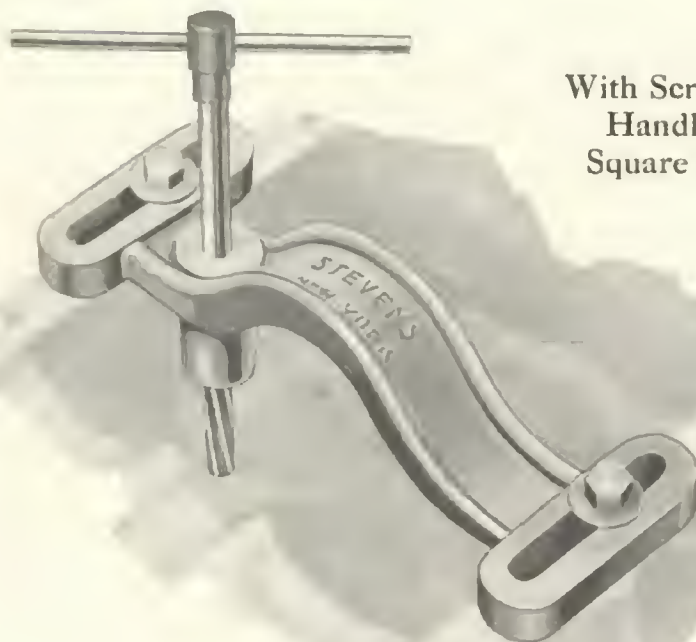
SPEED
UP



Tools

TRADE MARK

Stevens Oversize Push Rod Reamer and Jig for Ford



With Screwlock
Handle or
Square Shank

THE new design clamps to *both sides* of the cylinder base. This method secures the Jig firmly to the base and insures fullest accuracy even when the sides of the base have been strained through rough handling.

Stevens Oversize Push Rod Reamer is chamfered slightly at the end in order to start the reamer correctly in the push rod hole and to adjust the Jig in true position before bolting it down.

Stevens Reamer can be supplied with the new Screwlock Handle which is always complete and ready for service (see page 66). But the Reamer can also be furnished with the standard square shank if desired.

T-252—Stevens Oversize Push Rod Jig and Reamer with Screwlock Handle. Price, \$4.00. Weight, 4 lbs. 2 oz.

T-250—Stevens Oversize Push Rod Jig and Reamer with Square Shank. Price, \$3.75. Weight, 4 lbs.

T-251—Stevens Oversize Push Rod Jig only. Price, \$2.00. Wt., 3 lbs. 10 oz.

No. 3059 $\frac{1}{2}$ —Reamer with Square Shank only. Price, \$1.75.

No. 3059 $\frac{1}{2}$ -TH—Reamer with Screwlock Handle. Price, \$2.05.

No. 3059 $\frac{1}{2}$ -T—Threaded Reamer without Screwlock Handle. Price, \$1.75.

Stevens

**SPEED
UP**



Tools

TRADE MARK

Stevens Reamer and Jig for Oversize Valve Stem

For Ford and Fordson

AS the result of our early effort in designing a special reamer and jig for fitting oversize valves, it has now become the standard practice to remedy worn valve guides by reaming them 1/64" oversize.

But the entire success of the job depends on the accuracy of the reaming and this is assured through the use of Stevens Jig which holds the reamer firmly in true line. The Screwlock Handle is ready for quick action.

T-245—Jig and Reamer with Screwlock Handle for Ford. Price, \$2.75. Wt., 1½ lbs.

T-246—Jig only for Ford. Price, \$1.00. Weight, ¾ lbs.

No. 3052X-TH—Reamer only with Screwlock Handle. Price, \$1.75. Weight, 4 oz.

No. 3052X-T—Reamer without Handle. Price, \$1.45. Weight, 2 oz.

No. 3052X—Square end Reamer. Price, \$1.45. Weight, 2 oz.

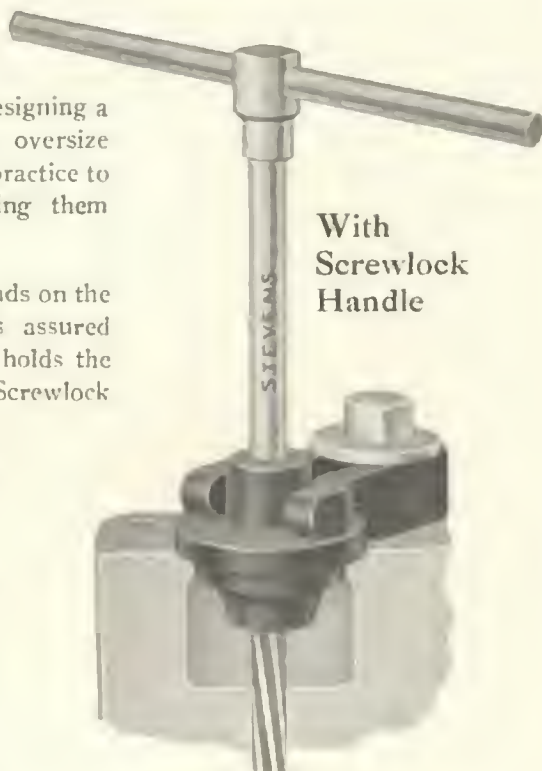
T-247—Jig and Reamer with Screwlock Handle for Fordson. Price, \$3.50. Weight, 2 lbs.

T-248—Jig only for Fordson. Price, \$1.25. Weight, 1 lb.

S-242X-TH—Reamer only with Handle. Price, \$2.15. Weight, 4 oz.

S-242X-T—Reamer without Handle. Price, \$1.85. Weight, 2 oz.

S-242X—Square end Reamer. Price, \$1.85. Weight, 2 oz.



With
Screwlock
Handle

Stevens Spring Bushing Drivers for Ford

These Drivers push out the old bushings and insert the new ones. Machined from solid steel bar. Handles are fully knurled to provide firm grip.

T-191—Driver for Front Spring Bushings Ford No. 3820. Price, \$1.00. Weight, 12 oz.

T-192—Driver for Rear Spring Bushings Ford No. 3844. Price, \$1.00. Weight, 12 oz.



Stevens

**SPEED
UP**



Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Stevens Valve Filing Outfit

For Ford



Stevens Length Gauge



Stevens Filing Fixture

TO obtain smooth, quiet results in adjusting the Ford valves, the valve stems must be filed to exactly the correct length and squared at the end. Stevens Filing Outfit is complete with both a Length Gauge and a Filing Fixture to perform this job perfectly.

STEVENS LENGTH GAUGE measures the exact length required for the valve stem. Proper allowance is made for clearance by inserting a blade of an ordinary thickness gauge between the lower end of the tool and the push rod.

The Length Gauge is then inserted in STEVENS FILING FIXTURE which has a hardener nut that's adjusted until flush with the gauge. The valve is next inserted and the projecting end of stem filed down until flush with nut. With this fixture the valve stem is thus reduced quickly to correct size and the end is squared so that it will keep its adjustment permanently.

To make certain of accurate results, be sure to order these two tools as an outfit.

T-257—Valve Filing Outfit, consisting of both tools. Price, \$2.50. Weight, 1 lb. 9½ oz.

Stevens

SPEED
UP



Tools

TRADE MARK

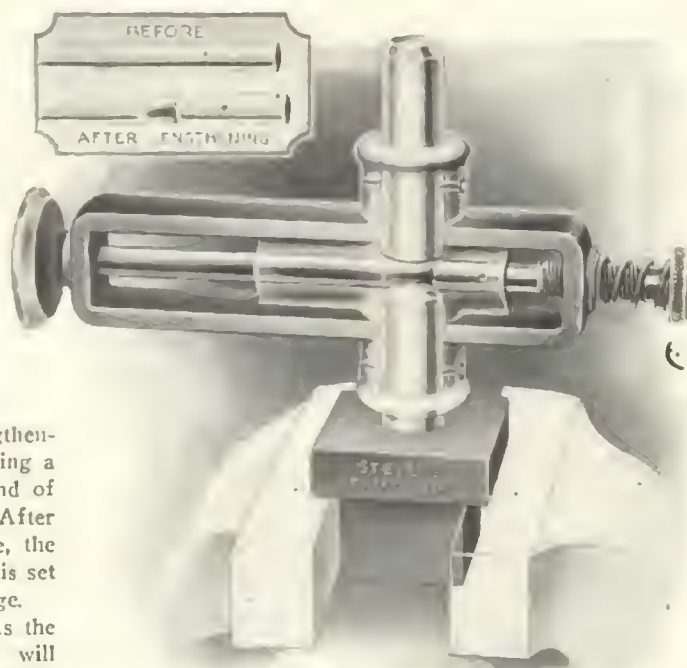
Stevens Valve Stem Swedge

For lengthening worn valve stems

ALTHOUGH the Ford does not provide for adjusting valve clearance, yet adjustment is necessary when the valve stem wears short, or when a new valve is too short on account of wear on the tappet. Stevens Swedge is the only tool that will lengthen the stem and at the same time prevent distortion.

The required amount of lengthening is first measured by inserting a thickness gauge between the end of the valve stem and the tappet. After the valve is put in the swedge, the adjusting screw on the swedge is set according to the thickness gauge.

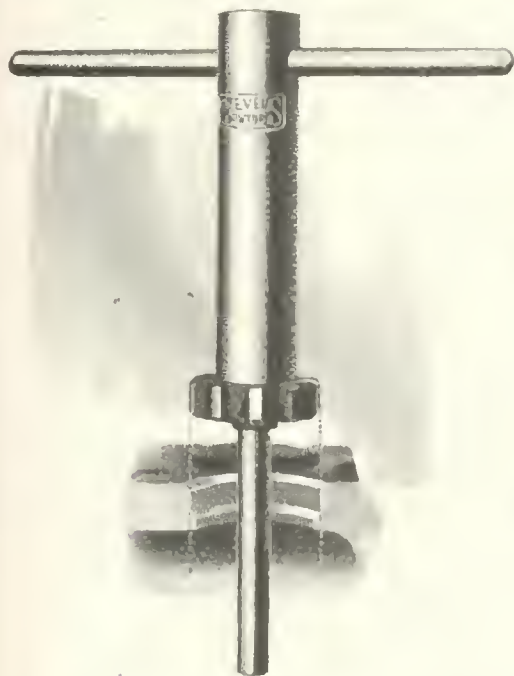
A few sharp blows, struck as the valve is being slowly rotated, will stretch the valve to the desired length. This swedging does not dam-



age the valve for the slight depression is below the working surface of the guide. The maximum lengthening permitted is up to $\frac{3}{16}$ inch, which is more than is ever needed.

T-256—Valve Stem Swedge.

Price, \$3.00. Weight, 2 lbs. 3 oz.



Stevens Valve Port Reamer

For Ford and Fordson

WHEN Ford valve seats have widened out through wear or excessive grinding, they may now be restored to original width by reaming the port out with this well-made, but reasonably priced, cutter.

Old motors treated in this way remain on good behavior longer and have more "pep," because of the freer passage of the gas through the ports.

This Cutter is made of best grade tool steel.

T-273—For Ford. Price, \$2.00.

Weight, 1 lb.

T-278—For Fordson. Price, \$2.50.

Stevens

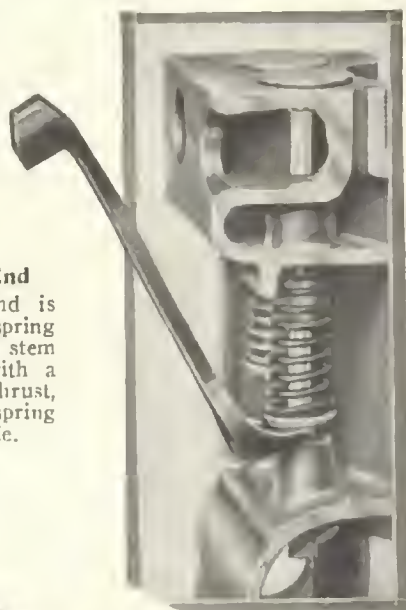
SPEED UP



Tools

Stevens ONE-PIECE Valve Lifter

The only one-piece valve lifter—and it operates more quickly and positively than most of the complicated valve lifters.



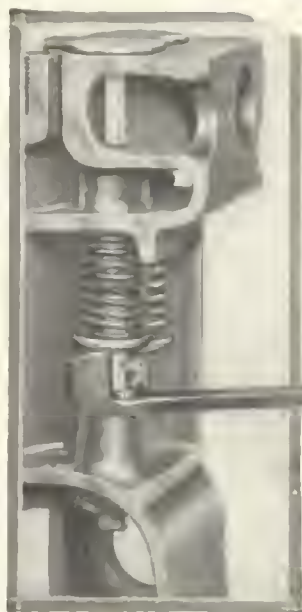
The Claw End

The claw end is used to pry the spring off the valve stem guide—then, with a quick upward thrust, it forces the spring past the pin hole.



The Wedge End

The wedge end is used when the pin is to be removed. The wedge easily pushes the spring past the pin hole and keeps it raised.



You can safely leave the wedge-end under the spring while the valve is being ground.

STEVENS Valve Lifter is the equal in efficiency of any other single-acting valve tools no matter how much more they may cost.

And because the price is low, many shops now use a set of several Stevens Lifters. They keep one under each spring while the valves are being ground.

The Stevens Lifter is quicker because it's exactly shaped for easy, one-hand operation.

The one-piece construction affords continuous service—nothing to wear, lose or go wrong.

An ideal lifter, also, for your Ford owners—they like its simplicity and price. Well finished and put up in a neat box with illustrated directions.

T-280—Price, each, 25c.

Weight, 6 oz.

Length, 6½ inches.

Stevens

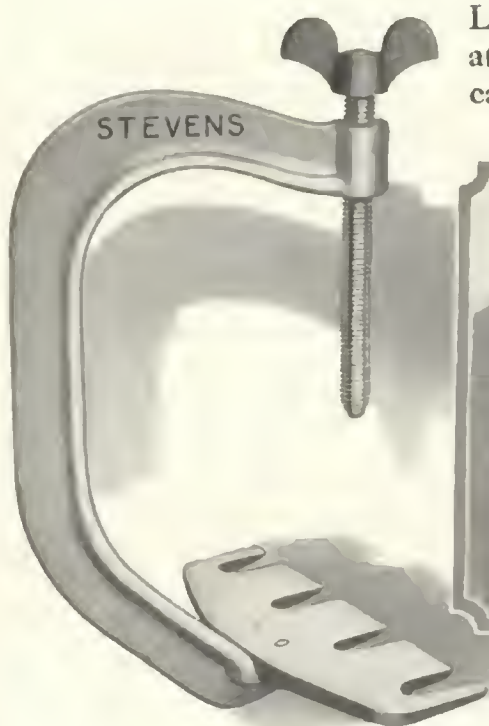
**SPEED
UP**



Tools

TRADE MARK

Stevens 4-in-1 Valve Lifter



Lifts Four Ford valve springs at once. No need to take off carburetor or manifolds.



ONLY two operations, instead of eight, in lifting the Ford valve springs for valve grinding. The manifolds and carburetor are left right in place. The notched lifting plate is placed under the four valve spring cups on either the forward or rear set of valves and the lifting screw fits in the small water hole. The screw is turned until the springs are compressed after which the pins are removed and the valves ground with the Lifter right in place.

There is no slipping and sliding around as with the ordinary pry type lifter with the usual number of skinned knuckles

and lost pins owing to the lifter slipping off. Stevens 4-in-1 Valve Lifter cannot slip because it is a straight pull and the screw is held in the water hole. As all the tool is above the plate there is plenty of room to remove and replace the pins. The springs can be brought up tighter and higher than with any other lifter. The time-saving feature of the tool alone makes it worth many times its cost. The convenience and positiveness will appeal at once to the Ford mechanic.

T-253—Stevens 4-in-1 Valve Lifter for Fords. Price, \$2.00. Weight, 2¾ lbs.

Stevens

**SPEED
UP**
TRADE MARK



Tools

Stevens Valve Refacer For Ford



A velvety valve face and a true, smooth seat are necessary before you can grind the valve to leakproof contact. Use Stevens Refacer with Stevens Reseater before you grind.

WHEN the face of a Ford valve is worn with ridges, it cannot be ground in to a lasting leakproof seat. The ridges must be removed first.

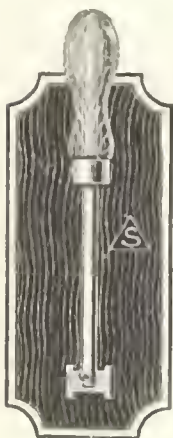
A new, smooth, velvety face is quickly obtained with Stevens Refacer. It gives results as good as those of a small lathe.

Just a few turns of the handle and the Ford valve face is ready to be ground to a perfect seat. The spring-retained screw is adjustable to hold the face against the keen cutter. The cutter has a double edge and can be renewed.

Carefully made and well finished.

T-260—Price, 80c.

Weight, 1 lb.



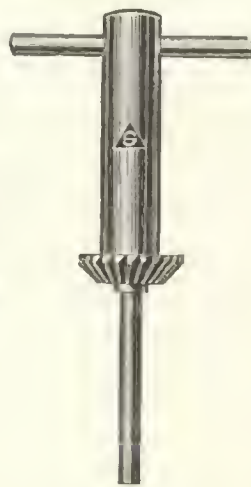
Valve Grinder Extra Quality

The "well-balanced" feel of this tool makes the tiring job of grinding-in valves much easier. The fork is universally-jointed to prevent slipping out of the valve and affords a much steadier grip. The handle is large, well-formed and firmly secured.

T-264—Price, 40c.

Weight, 6 oz.

Stevens Valve Reseaters Shop Model



A BIG, husky tool of sterling merit, this Shop Model wins the respect of the skilled shopman.

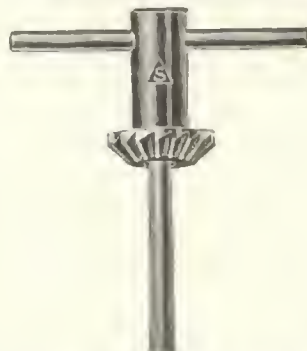
It has a large tool steel reamer that reams the seat to a true, smooth surface. The reamer is of the same excellent quality as the regular Stevens Ford Reamers. It can be re-sharpened again and again.

This model has a very long stem to guide the reaming of the seat accurately.

T-261—For Ford. Price, \$1.00. Weight, 1 lb.

T-263—For Fordson. Price, \$2.25. Wt. 14 oz.

Motorist's Model



Smaller in size, but a dependable tool for the car owner's use. Its reamer is well made.

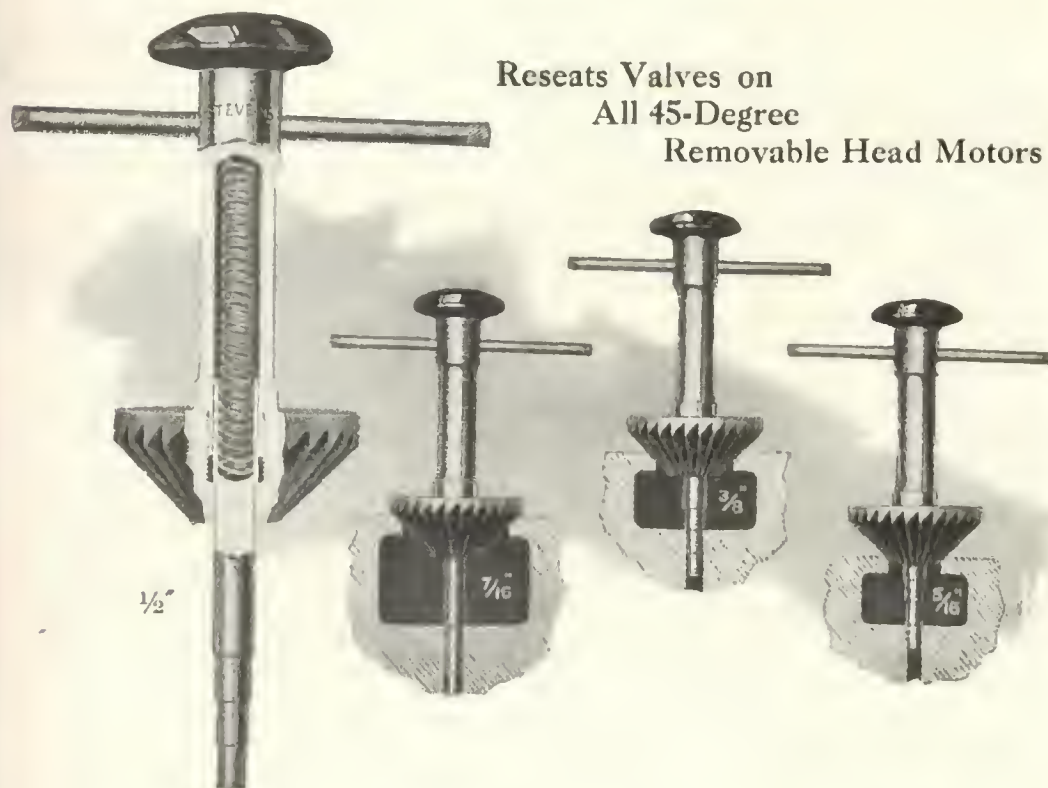
T-262—Price, 60c.

Weight, 10 oz.

Stevens **SPEED UP** **Tools**

TRADE MARK

Stevens Universal Reseater



Reseats Valves on
All 45-Degree
Removable Head Motors

WITH this ONE reseater you can reseal valves on all 45° removable head motors.

The pilot is one-piece and stepped off for the four popular sizes of valve stems, $\frac{7}{16}$, $\frac{3}{8}$, $\frac{5}{16}$ and $\frac{1}{2}$ inch. Each step is $\frac{5}{8}$ inch long giving ample bearing for centering tool in valve guide. The pilot telescopes into the handle, as shown in the illustration, and instantly adjusts itself to any valve seat.

The large cutter can fit any job, for it tapers from $1\frac{1}{4}$ to 3 inches; it is made with extraordinary care from a high grade of tool steel.

The Universal Reseater will save time, for you don't have to stop for changes to differ-

ent pilots and cutters; and it will save money because there are no separate parts that might become scattered or lost.

Especially the smaller shop, which usually has only a few sizes of cutters and pilots, will appreciate the economy and profit of being enabled to do any standard job with this one Universal Reseater.

The design of Stevens Universal Reseater is so positive that it insures smooth, efficient service. And because of its sounder material and better workmanship this fine tool will outlast many average reseaters and produce more satisfactory results quicker.

T-266—With pilot steps of standard size. Price, \$8.00.

T-267—With 1/64 inch oversize pilot. Price, \$8.00. Weigh, 2 lbs. 7 oz.

Stevens

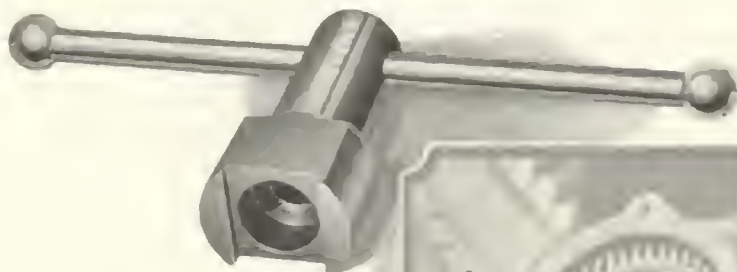
**SPEED
UP**



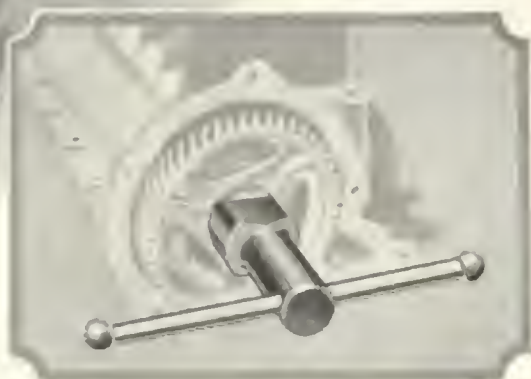
Tools

TRADE MARK

Stevens Camshaft Nut Wrench For Ford



For Removing and
Replacing Ford
Camshaft Nut
No. 3050B



THE nut on the front end of the Ford camshaft has two flat, narrow sides and a cylindrical lug extends from the center. This makes it very difficult to remove and replace with either a monkey wrench or a solid wrench, because the wrench has to be held at an angle so that only a portion of the nut face comes in contact with the wrench. If the wrench is not in first-class shape and tight on the nut, it will almost certainly slip and possibly damage some other parts or skin the mechanic's knuckles.

With the Stevens Camshaft Nut Wrench, you have a special husky socket wrench specially machined out to fit the

nut perfectly on all sides. As a result, it is impossible for Stevens Wrench to slip. The sliding turning bar is 10 inches long to give plenty of leverage if the nut is on very tight.

Stevens Wrench is made from solid bar steel. The machining is carefully done and the wrench will not burr up or mar the nut. The hole in the shank of the wrench fits over the cylindrical extension and in case extreme pressure should be required, a large wrench can be placed on the flattened sides of the socket.

T-138—Stevens Camshaft Nut Wrench for Ford. Price, \$1.60. Weight, 2 lbs.

Stevens

SPEED
UP

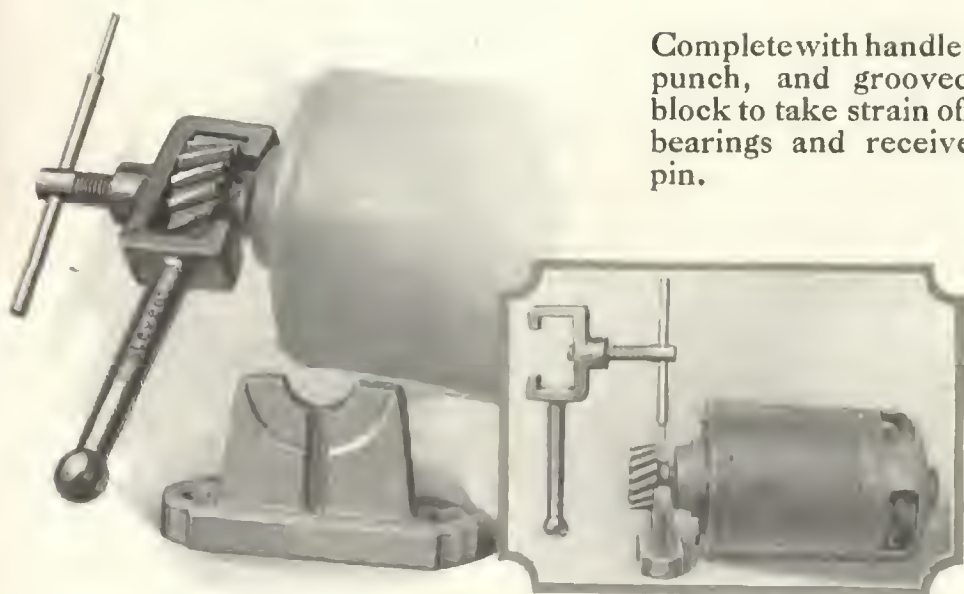


Tools

TRADE MARK

Stevens Generator Gear Puller

For FORD



Complete with handle, punch, and grooved block to take strain off bearings and receive pin.

IT'S typical of Stevens "Speed-Up" Tools that they are designed with those extra details that finish a job completely. In the Generator Gear Puller for Ford, a punch is cleverly machined into the handle for releasing the pin that holds the gear; there's a convenient holder for the puller, and a grooved block to receive the pin and take the strain off the bearings while the pin is being removed or replaced.

The body of the tool is drop-forged and the pulling faces are machined to a smooth finish to afford a powerful pull

without slipping. Whenever the gear is very tight, it can be more easily started off by applying a wrench to the handle for one turn, after which the gear can be removed with the handle.

The screw is made from alloy steel, heat treated. The flat end of the screw applies pressure without injury to armature shaft. The punch is made of tempered steel.

The block can be permanently fastened to the bench if desired.

T-180—Stevens Generator Gear Puller for Ford. Price, \$2.00. Weight, 2¾ lbs.

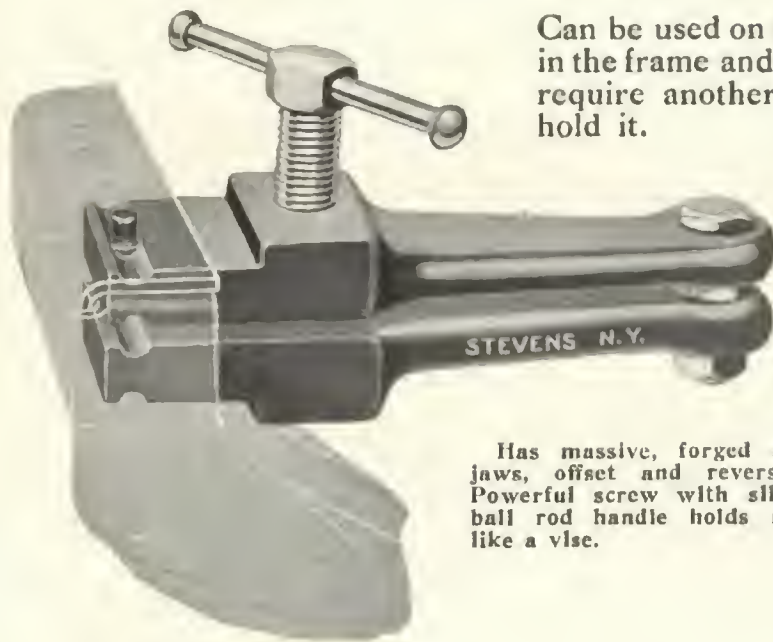
Stevens

**SPEED
UP**
TRADE MARK



Tools

Stevens Frame Riveting Dolly



Can be used on any rivet in the frame and does not require another man to hold it.

Has massive, forged steel jaws, offset and reversible. Powerful screw with sliding ball rod handle holds rivet like a vise.

ORDINARILY, riveting on the frame of a car cannot be done satisfactorily outside the factory on account of lack of proper equipment. Stevens Frame Riveting Dolly can be set back of any rivet and it holds the rivet head absolutely immovable while the head is formed on the other side with a hammer. Cold riveting is entirely satisfactory with good rivets, but the rivets may also be headed hot if desired.

While designed primarily for the Ford car, this rivet dolly can be used on any car, and in addition its powerful leverage may be used in straightening buckles in frame side rails, cross members and gus-

set pieces. Beside its riveting work, the dolly can be used as a general purpose, heavy duty, straightening and bending tool.

The pivot end of the dolly is drilled for a heavy bolt and the handled screw presses against the opposite jaw, forcing the jaws apart. As the jaws are offset, the opening range of the dolly can be changed by simply taking off the nut and reversing the jaws. If additional pressure is desired, a large wrench can be used on the hexagon head of the screw.

T-50—Stevens Frame Riveting Dolly.
Price, \$5.50. Weight, 7 lbs.

Stevens

SPEED
UP



Tools

TRADE MARK

Stevens Trupoint Outfit



For
Refacing
Delco
Contact
Points

HERETOFORE it has been impossible to reface points absolutely true; and, when the points touch only at a small spot, arcing occurs, which causes electrical resistance and rapidly burns away the points, so that correct timing is impossible, skipping occurs and engine starting is difficult or impossible due to the uneven contact.

Prior to the invention of the Stevens Trupoint, the usual practice has been to install new sets of contact points when the old ones became foul or pitted. This was expensive. Sometimes an attempt was made to face the old points up with a small file, but on account of the practical impossibility of filing the surfaces evenly without a jig, the points when finished made contact only in spots, and within a week or two their condition became as bad as before.

Stevens Trupoint Outfit consists of a Holding Jig or Fixture, a fast-cutting Aloxite Stone and a finger Socket Wrench for removing and replacing the Adjustable Contact Screw, in a wood box.

The Holding Jig has an inclined channel and two slots, so that the Breaker Arm can be moved along in parallel line, until the contact point projects just a trifle above the grinding stone guides. A few rubs with the stone faces the contact point down evenly and parallel with the arm axis. The stepped holes allow the Contact Screw to be faced off in the same way, the finished surface being smooth and exactly at right angles with the screw. When the points are assembled in the distributor, it is physically impossible for them to be anything but exactly true.

T-81—Trupoint Outfit for Delco. Price, \$2.50. Weight, ½ lb.



This view shows how the contact point screw is set in correct position and how the Aloxite Stone files the point smooth and true.



Here you see how the breaker arm contact point is adjusted in the Jig on parallel slots and channel, insuring a perfect face.

Stevens

**SPEED
UP**

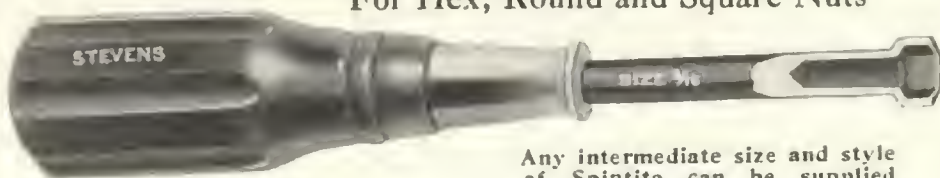


Tools

TRADE MARK

The Socket Wrench for Small Nuts Stevens Spintite Wrenches

For Hex, Round and Square Nuts



Any intermediate size and style
of Spintite can be supplied

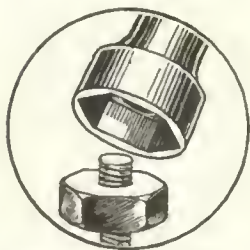
ON the modern car with its complicated electrical and small equipment, there are as many small nuts as large nuts. Yet now, for the first time, you are offered a convenient socket wrench for small nuts.

The danger of short circuits from clumsy pliers slipping off terminals is eliminated—no more skinned knuckles—no more standing on your head to get under the cowl.

Spintites make the small nuts behave. The Spintite socket gets a firm, all-around grip on the nut—the long reach goes into cramped places—the fluted screw-driver handle gives strong leverage to pull the nut home. The stem is drilled with a clearance of about 1 in. to go over projecting screw-ends.

The Spintite socket wrench is accurately machined to size from one piece of solid steel and hardened for constant service.

Hex Spintite



MADE IN ALL SIZES

(Numbers indicate sixteenths of an inch.)

No. 3—Size $\frac{3}{16}$ ". Price 25c.

No. $3\frac{1}{2}$ —Size $\frac{7}{32}$ ". (Delco Distributor Points). Price 25c.

No. 4—Size $\frac{1}{4}$ ". Price 25c.

No. 5—Size $\frac{5}{16}$ ". Price 25c.

No. $5\frac{1}{2}$ —Size $\frac{11}{32}$ " (Ford Vibrators.) Price 25c.

No. 6—Size $\frac{3}{8}$ ". (Ford Coil Terminals.) Price 25c.

Large Shank and Handle:

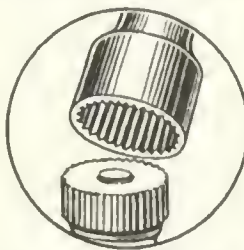
No. 7—Size $\frac{7}{16}$ ". Price 40c.

No. 8—Size $\frac{1}{2}$ ". Price 40c.

No. 9—Size $\frac{9}{16}$ ". Price 40c.

No. 10—Size $\frac{5}{8}$ ". Price 40c.

Round Spintite



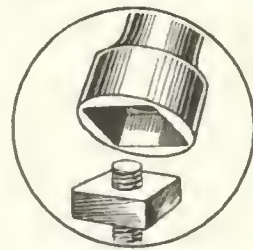
Its teeth are spiralled, tapered and hardened to get a firm grip with but slight pressure.

No. 5-R—Size, $\frac{5}{16}$ ". Price, 25c.

No. 6-R—Size, $\frac{3}{8}$ ". Price, 25c.

No. 7-R—Size, $\frac{7}{16}$ ". Price, 25c.

Square Spintite



The following stock sizes fit standard stove bolts and $\frac{1}{4}$ " carriage bolts.

Size, $\frac{3}{8}$ ". Price, 25c.

Sizes, $\frac{7}{16}$ " and $\frac{1}{2}$ ", with large shank and handle. Price, 40c. each.



T-Handle Hex Spintite

This style of Hex Spintite works efficiently in cramped places.

No. 4-L—Size, $\frac{1}{4}$ ". Price, 25c.

No. 5-L—Size, $\frac{5}{16}$ ". Price, 25c.

No. $5\frac{1}{2}$ -L—Size, $\frac{11}{32}$ ". Price, 25c.

No. 6-L—Size, $\frac{3}{8}$ ". Price, 25c.

Stevens

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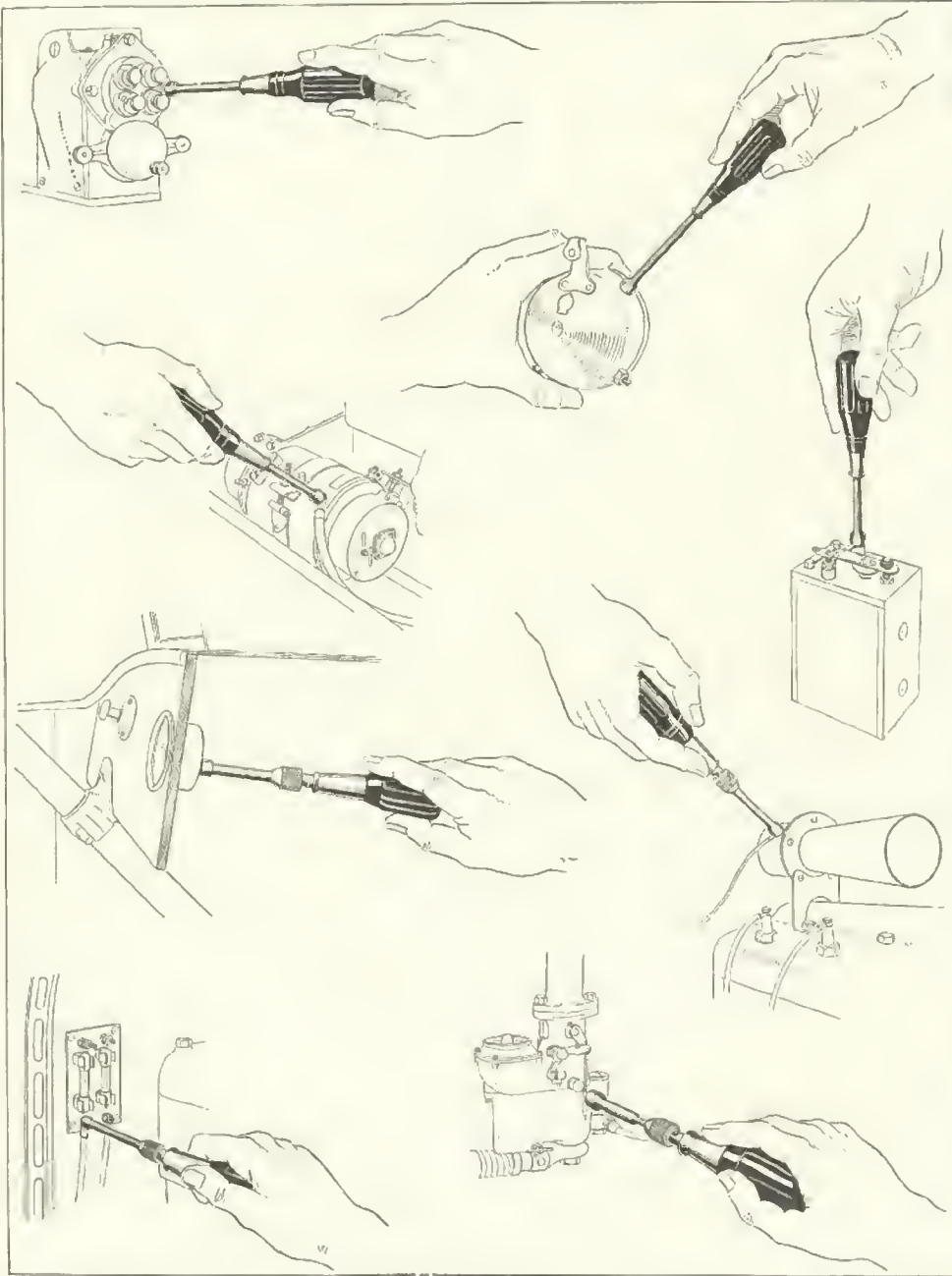
Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Just a Few Automotive Uses for Spintite

That show how convenient and sure this little socket wrench is on magnetos, timers, generators, coil boxes, instrument board, horn, fuses, carburetor, small accessories, etc.



Stevens

SPEED
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Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Stevens Hex Spintite Wrench Set No. T-73

Consists of seven sizes to fit
every machine screw nut on
electrical and small equipment.



SPINTITE SET No. T-73, consists of seven sizes covering a wide range and fitting every machine screw nut used on the automobile and on the electrical equipment. The sizes are 3, 4, 5 5½, 6, 7 and 8, the numbers representing 16ths of an inch.

The seven Spintites are mounted on a beautifully finished heavy metal base for quick, well ordered use on the workbench.

Each Spintite has its own place in the stand and the mechanic will in a very few minutes get the habit of reaching for the right Spintite for the job at hand. The stand can be carried to the work, set on the floorboard or on top of the engine or in any convenient location.

With this set you are 100% prepared to tackle every machine screw nut in automotive use, with speed and sureness.

T-73—Spintite Set, with stand.
Price, \$2.50. Weight, 2¾ lbs.

Stevens

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TRADE MARK



Tools

Stevens Hex Spintite Set T-74B

THIS set has been designed especially for the mechanic who prefers the Spintite Wrenches in separate shanks with a universal handle. It consists of the same socket sizes as Set No. 73, namely, Nos. 3, 4, 5, 5½, 6, 7 and 8.

The universal handle has a positive catch which keeps the bits from slipping, but at the same time permits the bits to be changed quickly. The seven bits and the handle are mounted on a well finished hardwood base.

Seven
Separate Shanks
and Universal
Handle



Spintite Set T-74B on hardwood base. Price, \$2.35. Weight, 14 oz.

Stevens Hex Spintite Set T-74R

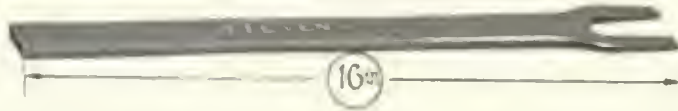


Spintite Set T-74R in flexible roll. Price, \$2.50. Weight, 12 oz.

CONSISTS of the same selection of separate shanks and universal handle as in the set described above, but it is put up in a neat, flexible tool roll which may be carried in your pocket or in your bag. With either of these sets, you can spin up every machine screw nut in automotive use.

Stevens **SPEED UP**  Tools

Stevens Utility Spring Fork



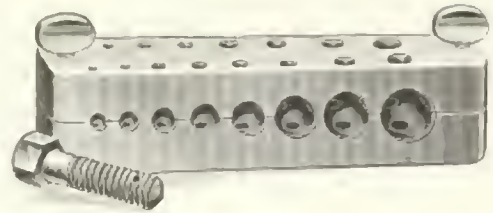
THIS large fork is especially designed for compressing valve and clutch springs and for general use in prying parts when assembling or disassembling work. It puts speed in such jobs by providing a firmer grip and

more powerful leverage than can be obtained with a makeshift tool. Sixteen inches long; section $1 \times \frac{3}{4}$ inch; fork tines forged to width of $1\frac{1}{4}$ inches.

**T-451—Stevens Utility Spring Fork. Price, 90c.
Weight, 1 lb. 6 oz.**

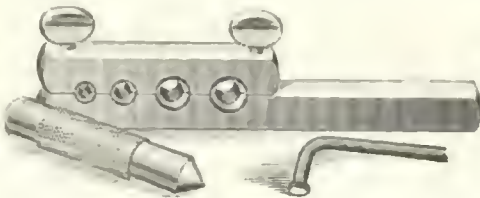
Stevens Cotter Pin Drill Jig

THIS device facilitates the drilling of cotter pin holes in bolts, cap screws, brake rods, clevis pins, etc., and permits of drilling through both plain stock or threads. Drills holes from $1/16$ to $1/4$ inch in threaded or smooth parts with diameters from $1/4$ to $3/4$ inch. Provisions is made for two different sizes of drills for each size of bolt. This jig prevents injury to threads and the breaking of drills. It is useful also for holding any round part, such as tubing, when sawing or filing. Machined from bar stock; case hardened.



**T-176—Stevens Cotter Pin Drill Jig. Price, \$4.00
Weight, 1 lb. 15 oz.**

Stevens Flaring Tool



A CLAMPING device and punch for neatly and quickly flaring any copper or brass tubing for all standard S. A. E. Flared Fittings on gas or oil lines. It can be conveniently used by hand at the car or held in a vise on the bench. It can also be employed for making short bends without kinking the tube. The clamp is made of cold drawn steel and the punch is hardened.

**T-177—Stevens Flaring Tool. Price, \$1.75
Weight, 1 lb.**

Stevens

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TRADE MARK



Tools

Stevens Taper Pin Broaches

WHILE the standard taper pin reamers with flutes are good for manufacturing work, the harder usage and unsatisfactory conditions of repair work cause frequent breakage of these delicate reamers. This is particularly true when the reamer is pushed too fast into tough steel or into holes which do not line up.

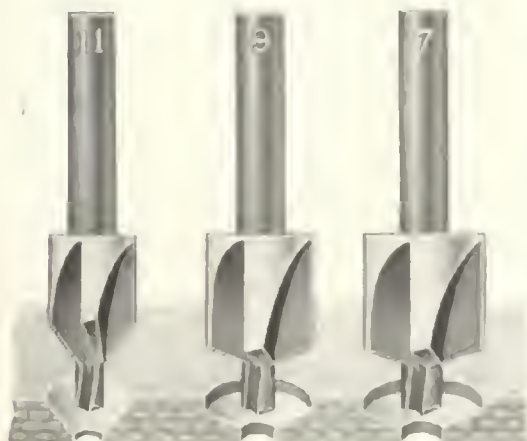
Stevens Taper Pin Broaches, instead of having deep flutes which are weak, are made with five flat sides that give a maximum of strength but still retain excellent cutting ability under all conditions.

By making the broaches longer, it is possible to cover six standard taper pin sizes with five broaches. This also gives a decided advantage in the overlapping of the sizes, so that intermediate sizes can be handled satisfactorily without going to the next larger size. The smallest diameter of the smallest broach is .127 (1/8 in.) and the largest diameter of the largest broach is .303 (5/16 in.)

T-18—Stevens Taper Pin Broach Set.
Five broaches for taper pins from No. 0 to 5, in wooden case. Price, \$4.50.
Weight, 8 oz.



Stevens Brake Lining Countersinks and Drills Combined



WITH this new design, the hole is drilled and countersunk at one operation, thus saving much time and assuring perfectly aligned, well-finished job. The Countersinks cut the rivet holes clean and exactly deep enough to prevent the rivet heads from chattering the drums.

Shank is of 5/16 in. diameter. Tool steel, tempered and ground.

T-440—No. 7, diameter 9/16 in. for flat head rivets Nos. 7 and 8. Price, 25c.

T-441—No. 9, diameter 1/2 in. for flat head rivets No. 9. Price, 25c.

T-442—No. 11, diameter 13/32 in. for flat head rivets Nos. 10 and 11. Price, 25c. Weight 1 oz. each.

T-443—Set of three. Price, 75c. Weight, 3 oz.

Stevens

SPEED UP



Tools

TRADE MARK

Jobber's Display Assortment

of the
most popular
Ford Sizes of
Stevens Reamers in
Oak Cabinet



Showing spacious interior of cabinet with ample provision for growing stock.



REAMERS have become such an important item of service equipment, that attention directed to adequate display and stock arrangement is sure to result in increased reamer sales.

This cabinet is ideally suited for that purpose. The display panel is glass enclosed to protect the reamers. Inside is a helpful reference table of the reamer numbers and the bushings they fit. Each size is kept in a separate compartment, indexed for quick service.

The assortment of Stevens Reamers has been carefully selected to meet every active requirement.

Quantity	Bushing
25—2713-14	Duplex Spindle Body Reamers.
6—2713-14 P	Duplex Spindle Body Reamers with Pilot.
5—2713-14 TH	Duplex Threaded Reamers with Screwlock Handle.
5—2713 P-TH	Threaded Pilot Reamer with Screwlock Handle.
25—3052 X	Valve Stem Reamers 1/64 O. S.
10—3022 1/2	Wrist Pin Reamers.
5—3022 1/2 P	Wrist Pin Reamers with Pilot.
5—3022 1/2 PE	Wrist Pin Reamers Pilot Expansion.
10—3059 1/2	Push Rod Reamers 1/64 O. S.
5—3024	Connecting Rod Reamers.
5—2581-2540	D. S. Housing Bushing Reamers.

Stevens

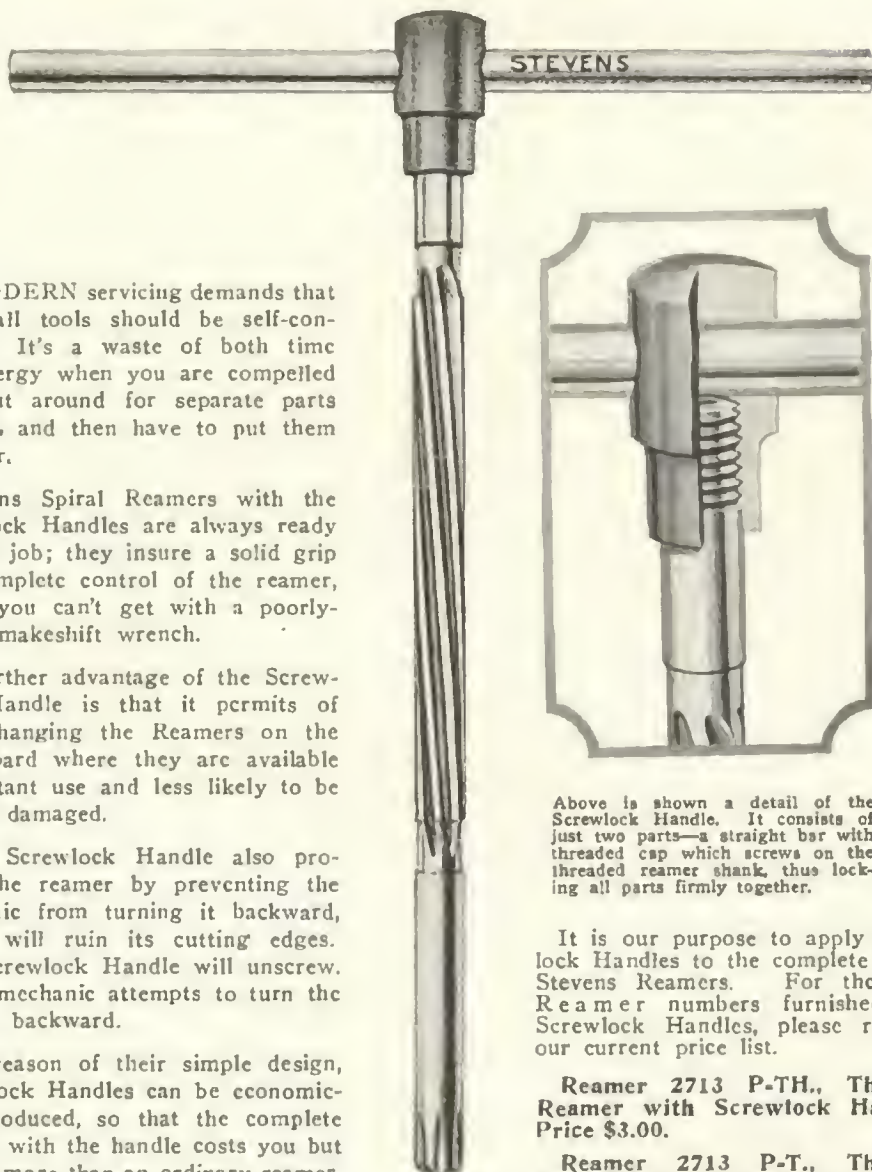
**SPEED
UP**



Tools

TRADE MARK

Stevens Spiral Reamers With Screwlock Handle



MODERN servicing demands that all tools should be self-contained. It's a waste of both time and energy when you are compelled to scout around for separate parts of tools and then have to put them together.

Stevens Spiral Reamers with the Screwlock Handles are always ready for the job; they insure a solid grip and complete control of the reamer, which you can't get with a poorly-fitting makeshift wrench.

A further advantage of the Screwlock Handle is that it permits of easily hanging the Reamers on the tool board where they are available for instant use and less likely to be lost or damaged.

The Screwlock Handle also protects the reamer by preventing the mechanic from turning it backward, which will ruin its cutting edges. The Screwlock Handle will unscrew, if the mechanic attempts to turn the reamer backward.

By reason of their simple design, Screwlock Handles can be economically produced, so that the complete reamer with the handle costs you but a little more than an ordinary reamer.

Just a word about Stevens Reamers. They were the first line developed for the automotive trade and have been accepted as a standard of high quality. All Stevens Reamers are now designed with spiral flutes which insure a smooth, mirror-like finish.

Above is shown a detail of the Screwlock Handle. It consists of just two parts—a straight bar with threaded cap which screws on the threaded reamer shank, thus locking all parts firmly together.

It is our purpose to apply Screwlock Handles to the complete line of Stevens Reamers. For the latest Reamer numbers furnished with Screwlock Handles, please refer to our current price list.

Reamer 2713 P-TH., Threaded Reamer with Screwlock Handle—Price \$3.00.

Reamer 2713 P-T., Threaded Reamer only.—Price \$2.70.

Reamer 2713TH, Threaded Reamer with Screwlock Handle.—Price \$1.30.

Reamer 2713-14TH, Same.—Price \$1.40.

Reamer 2713-T, Threaded Reamer only 95c.

Reamer 2713-14-T, Same.—Price \$1.10.

Stevens

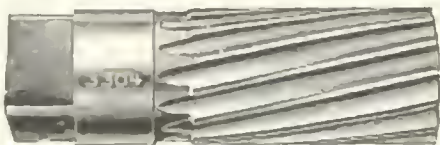
**SPEED
UP**



Tools

TRADE MARK

Stevens SPIRAL Reamers



A REAMER must be more than a tool of precision to do its work right. It must also be of sound design and thorough workmanship to stand up and continue to turn out accurate jobs. You should consider carefully the character of the service you demand in a reamer at the time you buy one. Have you confidence in its name—what are the reasons for its merit?

Stevens is the pioneer developer of reamers for Ford and today offers, in addition to a full line of reamers for every Ford bushing, a complete range of hand reamers and expansion reamers, as well as special reamers for Buick, Chevrolet and Studebaker.

A constant effort is being aimed at improvement in design, and this is evidenced by the many Stevens Reamers which now

appear with special pilots and self-cutting pilots.

Every Stevens Reamer is made with left-hand spiral flutes to prevent chattering. The shearing motion of this spiral flute is especially apparent on split bushings, for this spiral flute starts cutting with the front end of the tooth on one half of the bearing before the heel of the tooth leaves the opposite half. Stevens spiral flutes thus ream to a smooth, mirror-like finish, while keeping the reamer itself in good condition.

Every Stevens Reamer is guaranteed to be of the highest accuracy. Every Stevens Reamer is carefully machined from high grade tool steel and heat-treated in electrically-controlled furnaces to insure a uniform, lasting, quick-cutting edge.

Stevens Spiral Hand Reamers No. 608

Diam. Inches	Price Each	Length Over All Inches	Length of Flute Inches
3/8	.90	3	1 1/2
7/16	.98	3 1/4	1 3/8
1/2	1.10	3 1/2	1 3/4
9/16	1.10	3 3/4	1 7/8
5/8	1.16	3 3/4	1 7/8
7/8	1.16	3 3/4	1 7/8
1 1/16	1.28	4	2
1 1/8	1.31	4 1/4	2 1/4
1 1/4	1.31	4 1/2	2 1/2
1 1/2	1.35	4 3/4	2 3/4
1 5/8	1.35	4 3/4	2 3/4
1 3/4	1.38	4 3/4	2 3/4
1 7/8	1.43	5	2 3/4
2	1.43	5	2 3/4
2 1/16	1.55	5 1/4	2 3/4
2 1/8	1.55	5 1/4	2 3/4
2 1/4	1.61	5 3/4	2 3/4
2 3/8	1.65	5 3/4	2 3/4
2 1/2	1.65	5 3/4	2 3/4
2 5/8	1.73	6	3
2 3/4	1.76	6 1/4	3 1/4
3	1.80	6 1/2	3 1/2
3 1/16	1.88	6 3/4	3 3/4
3 1/8	2.00	7	3 3/4
3 1/4	2.06	7 1/4	3 3/4

Diam. Inches	Price Each	Length Over All Inches	Length of Flute Inches
3/8	2.18	7 3/4	3 3/4
7/16	2.25	8 1/4	4 1/4
1/2	2.33	8 3/4	4 3/4
9/16	2.44	8 3/4	4 3/4
5/8	2.51	9 1/4	4 3/4
7/8	2.66	9 3/4	4 3/4
1 1/16	2.80	9 3/4	4 3/4
1 1/8	2.93	10 3/4	5 1/4
1 1/4	3.08	10 3/4	5 1/4
1 1/2	3.19	10 3/4	5 1/4
1 5/8	3.34	10 3/4	5 1/4
1 3/4	3.45	11 1/4	5 1/4
1 7/8	3.60	11 1/4	5 1/4
2	3.73	11 3/4	5 1/4
2 1/16	3.86	11 3/4	5 1/4
2 1/8	4.01	11 3/4	5 1/4
2 1/4	4.03	12	5 1/4
2 3/8	4.28	12 1/4	6 1/4
2 1/2	4.43	12 1/4	6 1/4
2 5/8	4.53	12 1/4	6 1/4
2 3/4	4.70	12 3/4	6 1/4
3	4.90	12 3/4	6 1/4
3 1/16	5.03	12 3/4	6 1/4
3 1/8	5.21	12 3/4	6 1/4
3 1/4	5.40	12 3/4	6 1/4
3 1/2	5.60	12 3/4	6 1/4
3 3/4	5.78	13	6 1/4
4	5.93	13	6 1/4
4 1/16	6.27	13	6 1/4
4 1/8	6.30	13	6 1/4

Diam. Inches	Price Each	Length Over All Inches	Length of Flute Inches
1 1/4	6.80	13	6 1/4
1 1/2	6.70	13 1/4	6 1/4
1 5/8	6.80	13 1/4	6 1/4
1 3/4	7.00	13 1/4	6 1/4
1 7/8	7.20	13 1/4	6 1/4
2	7.40	13 1/4	6 1/4
2 1/16	7.60	13 1/4	6 1/4
2 1/8	7.70	13 1/4	6 1/4
2 1/4	7.90	14	7
2 3/8	8.10	14	7
2 1/2	8.30	14	7
2 5/8	8.50	14	7
2 3/4	8.60	14	7
3	9.00	14 1/4	7 1/4
3 1/16	9.40	14 1/4	7 1/4
3 1/8	9.70	15	7 1/2
3 1/4	10.15	15	7 1/2
3 1/2	10.60	15	7 1/2
3 3/4	10.85	15	7 1/2
4	11.50	15 1/4	7 1/2
4 1/16	12.10	15 1/4	7 1/2
4 1/8	12.60	15 1/4	7 1/2
4 1/4	13.10	16	8
4 1/2	13.90	16	8
4 3/4	14.60	16	8
5	15.30	16 1/2	8 1/4
5 1/16	16.00	16 1/2	8 1/4
5 1/8	16.70	16 1/2	8 1/4
5 1/4	17.50	16 1/2	8 1/4

Stevens

SPEED UP



Tools

TRADE MARK

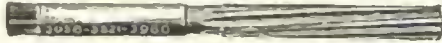
A SPIRAL Reamer for Every Ford Bushing



No. 3052X—Valve Stem Guide Reamer
1/64 in. Oversize.

Price, \$1.45.

Weight, 2 oz.



No. 3058-3521-3960—Reamer.

Price, \$1.45.

Weight, 4 oz.

This Reamer takes care of the following three bushings:

No. 3058. Push Rod, Regular Size.

Nn. 3521. Steering Gear Pinion Shaft Bushing.

No. 3960. Fan and Pulley Assembly.



No. 3059 1/2. Push Rod Reamer, 1-64 in. oversize.

Price, \$1.75.

Weight, 6 oz.

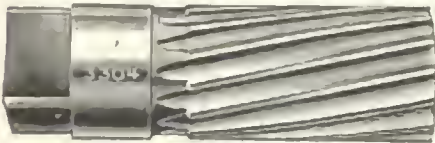
When Push Rod guides become worn to one side their alignment must be restored and oversize rods fitted. This Reamer is made exactly 1/64 in. oversize.



No. 3059 1/2 P. Push Rod Reamer 1-64 in. oversize with pilot.

Price, \$2.95.

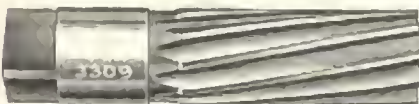
Weight, 8 oz.



No. 3304. Transmission Reverse Gear Bushing Reamer.

Price, \$8.10.

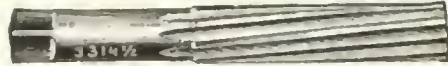
Weight, 7 lbs.



No. 3309. Transmission Slow Speed Gear Bushing Reamer.

Price, \$4.90.

Weight, 3 1/2 lbs.



No. 3314 1/2. Trans. Triple Gear Flanged Bushing Reamer.

Price, \$1.35.

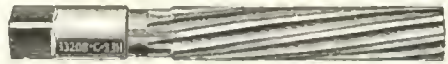
Weight, 6 oz.



No. 3314 1/2 E.—Expansion Transmission Triple Gear Flanged Bushing Reamer.

Price, \$6.65.

Weight, 8 oz.



No. 3320B-C-3311. Reamer.

Price, \$3.65.

Weight, 1 1/4 lbs.

This Reamer takes care of the following bushings:

No. 3311. Brake Drum Assembly.

No. 3320B-C. Trans. Driven Gear Sleeve Bushing.



No. 3320B-C-3311-3327B. Duplex Reamer.

Price, \$4.60

Weight, 2 lbs.

This Reamer takes care of the following bushings:

No. 3311. Brake Drum Assembly.

No. 3320B-C. Trans. Driven Gear Sleeve Bushing.

No. 3327B. Transmission Driving Plate Bushing.



No. 3327B. Transmission Driving Plate Bushing Reamer.

Price, \$2.40.

Weight, 1 lb.



No. 3820-3844. Reamer.

Price, \$1.50.

Weight, 6 oz.

This Reamer takes care of the following bushings:

No. 3820. Front Spring Perch Bushing.

No. 3844. Rear Spring Perch Bushing.

Stevens

SPEED
UP



Tools

TRADE MARK

A SPIRAL Reamer for Every Ford Bushing



No. 2525B, 3962B—Differential Pinion Bushing Reamer and new style fan belt assembly.

Price, \$1.50.

Weight, 6 oz.



No. 2527—Differential Spider Bushing Reamer.

Price, \$2.55.

Weight, 1 1/4 lbs.



No. 2540, 2581—D. S. Housing Front Bushing Reamer.

Price, \$2.55.

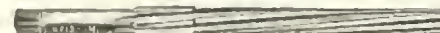
Weight, 1 1/4 lbs.



No. 2559—Hub Cam Shaft Bushing Reamer.

Price, \$1.35.

Weight, 4 oz.



No. 2713-14—Duplex Spindle Body and Arm Bushing Reamer.

Price, \$1.02.

Weight, 8 oz.



No. 2713-14P—Duplex Spindle Body and Arm Bushings Reamer with Pilot Rose Reamer.

Price, \$2.95.

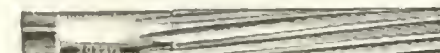
Weight, 1 lb.



No. 3022 1/2 P—Wrlst Pin or Piston Pin Bushing Reamer with Pilot Rose Reamer.

Price, \$3.40.

Weight, 1 lb.

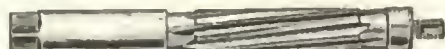


No. 3022 1/2—Wrist Pin or Piston Pin Bushing Reamer.

Price, \$1.35.

Weight, 10 oz.

We make this Reamer sufficiently long so that it starts cutting the second bushing before it completes reaming the first bushing.



No. 3022 1/2 E.—Expansion Piston Pin Bushing Reamer without Pilot.

Price, \$7.25.

Weight, 10 oz.



No. 3022 1/2 PE.—Expansion Aligning Piston Pin Bushing Reamer with Self Cutting Pilot.

Price, \$8.10.

Weight, 14 oz.



No. 3024P.—Connecting Rod Bearing Reamer.

Price, \$7.50.

Weight, 2 lbs. 2 oz.

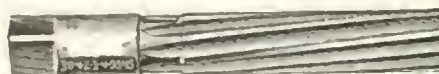


No. 3031-2-3P—Crank Shaft Aligning Reamer with Pilot.

Price, \$15.00.

Weight, 8 lbs.

This Reamer will align perfectly the three bearings in one operation and WILL NOT CHATTER. It will cut easily and perfectly with a shearing motion.



No. 3042-3043-3044-3545—Reamer.

Price, \$1.90.

Weight, 8 oz.

This Reamer takes care of the following four bushings:

No. 3042. Cam Shaft Front Bearing Bushing.

No. 3043. Cam Shaft Centre Bearing Bushing.

No. 3044. Cam Shaft Rear Bearing Bushing.

No. 3545. Steering Post Bracket Bushing.



No. 3042-3-4A—Aligning Reamer.

Price, \$8.10.

Weight, 6 3/4 lbs.

This Reamer will align perfectly the three bearings of the Cam Shaft Nos. 3042, 3043, and 3044 in one operation.

Stevens

SPEED UP



Tools

TRADE MARK

Stevens SPIRAL Reamers in Sets

Transmission Set No. 4

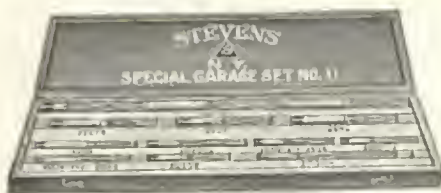


This set consists of 4 STEVENS SPIRAL reamers perfectly fitting the following:

- No. 3304. Transmission Reverse Gear Bushing.
- No. 3309. Transmission Slow Speed Gear Bushing.
- No. 3314½. Transmission Triple Gear Flanged Bushing.
- No. 3311. Brake Drum Assembly.
- No. 3320B. Transmission Driven Gear Sleeve Bushing.
- No. 3320C. Transmission Driven Gear Sleeve Bushing.
- No. 3327B. Transmission Driving Plate Bushing.

Price, in hardwood case, \$21.75
Weight, 16 lbs.

Garage Set No. 11



This is the most popular set. It includes the "3 in 1" Crank Shaft Aligning Reamer as well as the 10 other reamers most frequently used. It consists of 11 STEVENS SPIRAL reamers fitting 19 bearings and bushings as follows:

2525B	2713	3032	3044	3521
2527	2714	3033	3058	3545
2540	3022½	3042	3314½	3960
2559	3031	3043	3327B

Price, in hardwood case, \$37.75
Weight, 21 lbs.

Special Set No. 10

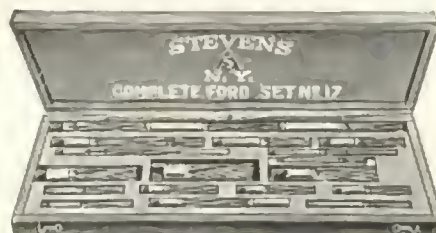


Set No. 10 consists of 10 STEVENS SPIRAL reamers fitting 17 bearings and bushings as follows:

2525B	2714	3043	3058	3521	3844
2559	3022½	3044	3059½	3545	3960
2713	3042	3052X	3314½	3820

Price, in hardwood case, \$18.40
Weight, 12 lbs.

Complete Set No. 17



No. 17 Set consists of 17 STEVENS SPIRAL reamers fitting perfectly every bearing and bushing on a Ford car that ever need replacing. This complete set takes in 29 bearings and bushings as follows:

2517	2714	3043	3309	3521
2525B	3022½	3044	3311	3545
2527	3031	3052X	3314½	3820
2540	3032	3058	3320B	3844
2559	3033	3059½	3320C	3860
2713	3042	3304	3327B

With ordinary care, this set will take care of every Ford reaming job for a lifetime. The reamers in this set for bushings 2713, 2714, 3022½ and 3049½ all have pilots.

Price, in hardwood case, \$75.00
Weight, 50 lbs.

Stevens

SPEED UP



Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

Stevens SPIRAL Reamers

A few of the Chevrolet Sizes

Chevrolet Reamers can be supplied for all bushings. Prices on request.



Chevrolet Duplex Reamer
No. 490. Price, \$2.25.

The smaller diameter reams the two spindle bolt bushings through their entire length in one operation; the larger diameter reams the tie rod bolt bushing. For all 490 models up to 1922 with $\frac{1}{2}$ inch bolts.



Chevrolet Duplex Reamer With Pilot
No. 490P. Price, \$5.25

The pilot enters the lower bushing before the tool starts reaming the upper bushing, insuring true alignment. The pilot is added cutting length.



Chevrolet Spindle Bolt Bushing Reamer
No. 562P. Price, \$6.00

This Reamer is for the $\frac{9}{16}$ inch Spindle Bolts on the late model 490. The pilot insures perfect alignment, while the rose reamer does the rough cutting and the reamer proper finishes.

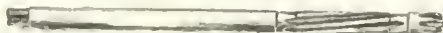
Chevrolet Spindle Bolt Bushing Reamer
No. 625P. Price, 6.75

This Reamer is for the $\frac{5}{8}$ inch spindle bolts on all Chevrolet models other than the 490.



Chevrolet Spindle Bolt Bushing Reamer
No. 625. Price, \$3.75

For all Chevrolet models other than the 490, which includes Models II 1914-16, F 1917, FA 1918, FB 1919-21, Trucks T 1920-21 and G 1922. This Reamer, like the No. 490 above, is long enough to ream both upper and lower spindle bolt bushings in one operation. Takes the $\frac{5}{8}$ inch bolt.



Chevrolet Valve Stem Guide Reamer with Pilot No. 647P

Reamer No. 647P— $\frac{5}{16}$ " for Standard Valves..\$1.70
Reamer No. 647P— $\frac{21}{64}$ " for $\frac{1}{64}$ " Oversize..\$1.70
In ordering this No. 647P Reamer, always specify which side is wanted.



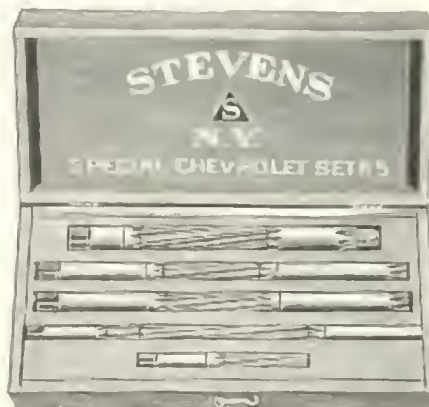
Chevrolet Tie Rod Bolt Bushing Reamer
No. 500. Price, \$2.25

This Reamer is a companion to the No. 625 or 625P, and is designed for all Chevrolet models excepting 490.



Chevrolet Adjustable Piston Pin Reamer
No. 850PE. Price, \$11.25

This Spiral Expansion Aligning Reamer covers all sizes of pins whether standard or oversize for all models. This is a combined Boring and Reaming Tool. The Self-Cutting Pilot which does the rough cutting, leaving the Reamer proper to do the finish reaming only. The Front Pilot guides for the beginning and the Rear Pilot guides for the ending of the reaming, hence holes must be reamed in perfect alignment. A slight turn of the screw at end affords an even and accurate expansion to diameter required to perfectly fit any Chevrolet Piston Pin.



Chevrolet Special Set No. 5
Price, \$33.00

With these five Reamers you are fully equipped for all Spindle Bolt, Tie Rod Bolt, and Piston Pin jobs on all Chevrolet models. Consists of:

One Piston Pin Exp'd'g Reamer with Pilot, No. 850PE
One Duplex Reamer with Pilot.....No. 490P
One Spindle Bolt Reamer with Pilot $\frac{9}{16}$ inch, No. 562P
One Spindle Bolt Reamer with Pilot $\frac{5}{8}$ inch, No. 625P
One Tie Rod Bolt Reamer.....No. 500

Stevens

SPEED UP



Tools

TRADE MARK

Stevens SPIRAL Reamers

A few of the Buick Sizes

Buick Reamers can be supplied for all bushings. Prices on request.



Buick King Bolt Bushing Reamer With Pilot

This Reamer with Pilot insures perfect alignment of the two bushings because the pilot enters the lower bushing before the tool starts reaming the upper bushing. It is a combined boring and reaming tool. The Self-cutting Pilot does the rough cutting, leaving the Reamer proper to do the finished reaming only. This insures a perfect job in one operation with the one tool.

Reamer No. 625P—For $\frac{5}{8}$ -inch bolts for five passenger cars including D, F, H and K series, 1916 to 1920 inclusive.....Price, \$6.75.

Reamer No. 687P—For 11-16-inch bolts for Models D34 and D35 1915-1916; Models E34 and E35 1918 and all four cylinder Models 1922 and 1923. Price, \$6.75.

Reamer No. 750P—For $\frac{3}{4}$ -inch bolts for seven passenger cars including B, C, D, E, H and K series, 1914 to 1922 inclusive, also all six cylinder Models 1921 to 1923 inclusive.....Price, \$6.75.



Buick Expansion Piston Pin Reamer With Pilot

(Covers Standard and Oversize Pins.)

A combined boring and reaming tool. The Self-cutting Pilot does the rough cutting, leaving the reamer proper to do the finish reaming only. This tool will also perfectly align both sides of the piston for oversize pins. A slight turn of screw at end affords an even and accurate expansion. Reams a perfect round hole with a full bearing surface.

Reamer No. 734PE (47-64").....Price, \$11.25.
For Models C24, C25, B24, B25.....1913-1915

Reamer No. 750PE (44").....Price, \$11.25.
For Models D44 to D47.....1916-1917
For Models D34 and D35.....1917
For Models E44 to E50, E34 to E35.....1918
For Models H44 to H50.....1919
For Models K44 to K50.....1920
For Models 22-34 to 22-37, 4 cylinder.....1922
For Models 23-34 to 23-38, 4 cylinder.....1923
For Models 23-41 to 23-55, 6 cylinder.....1923

Reamer No. 874PE (34").....Price, \$12.00.
For Models D44 to D47.....1916-1917

Reamer No. 925PE (59-64").....Price, 12.75.
For Models B36-B55, C36-C55, D54, D55, C4 and D4 Trucks.....1914-1916

Reamer No. 968PE (31-32").....Price, \$12.75.
For Models 21-44 to 21-50 6 cylinder.....1921
For Models 22-44 to 22-55 6 cylinder.....1922



Buick Valve Stem Guide Reamer with Pilot No. 647P

Reamer No. 647P—3/8" for Standard Valves....\$1.80
Reamer No. 647P—25/64" for 1/64" oversize....\$1.80
Reamer No. 647P—13/32" for 1/32" oversize....\$1.90



Buick Rocker Arm Reamer

Reamer No. 425.....Price, \$3.00
For Models 34, 35, 36, 24 and 25.....Early
For Models B24 and B25.....1914
For Models C24 and C25.....1915
For Models D44, D45, D46 and D47.....1916-1917
For Models E44, E45, E46, E47, E49 and E50.....1918

Reamer No. 613.....Price, \$3.75
For Models B36, B37 and B55.....1914
For Models C36, C37, C54, C55 and C4 Truck.....1915
For Models D54, D55 and D4 Truck.....1916

Reamer No. 873.....Price, \$4.50
For Models H44, H45, H46, H47, H49 and H50 1919
For Models K44, K45, K46, K47, K49 and K50 1920
For Models 21-44, 45, 46, 47, 48, 49 and 50....1921
For Models 22-44 to 22-55 inclusive, 6 cylinder.....1922
For Models 22-34 to 22-37 inclusive, 4 cylinder.....1922
For Models 23-44 to 23-55 inclusive, 6 cylinder.....1921
For Models 23-34 to 23-38 inclusive, 4 cylinder.....1923



Buick Special Set No. 7

This set consists of seven Reamers in a strong oak chest as follows:

One Piston Pin Expanding Reamer with Pilot No. 750PE.

One Piston Pin Expanding Reamer with Pilot, No. 968PE.

One King Bolt Reamer with Pilot.....No. 625P

One King Bolt Reamer with Pilot.....No. 750P

One Rocker Arm Reamer.....No. 425

One Rocker Arm Reamer.....No. 613

One Rocker Arm Reamer.....No. 873

With this set in your shop you can take care of every Piston Pin, King Bolt or Rocker Arm Job, covering all models for several years back excepting the 11-16-inch King Bolts used in the four cylinder 1922 and 1923 models, which is taken care of by the No. 687P King Bolt Reamer with Pilot listed separately above. The No. 687P may be substituted for the No. 625P in the set if desired. Be sure and specify this change if wanted, otherwise the set will be sent as listed.

Buick Set No. 7.....Price, \$48.75

Stevens

SPEED UP



Tools

TRADE MARK

Spiral Expansion Aligning Reamers

Reams Pistons for Standard and Oversize Wrist Pins on
All Makes of Cars and Trucks



A COMBINED Boring and Reaming Tool of new design—that cuts more smoothly and quicker and will stay sharp—that is strong because it eliminates all tendency to bind or “draw in”—that is accurately adjustable.

The pilot itself has cutting edges which bring the bushing roughly to size, and then the adjustable spiral flutes follow up leaving an even bearing surface with a mirror-like finish. With this new design, you can't help but get perfect alignment and smooth, precise results.

The spiral flutes on this tool not only operate more smoothly with their shearing motion, but also add to the strength of the tool because the cutting strain follows the line of natural distortion of the metal.

These reamers have an even number of

flutes so that the diameter is easy to micro-meter.

The tapered screw provides all the adjustment necessary for standard and oversize pins. These reamers operate equally well in bronze, cast iron or aluminum.

The permanence of the cutting edge is insured by the best grade of tool steel, carefully machined and heat-treated in electrically controlled furnaces.

The catalog number also represents the approximate diameter of the reamer in thousandths of an inch (except Ford size). The equivalent in fractions is also given. But to avoid mistakes, please specify the make and model of car for which reamer is intended and we will send the correct reamer.

Weight average, 13 oz.

Table of Sizes:

Cat. No.	Dia.	Prices	Cat. No.	Dia.	Prices
Reamer No. 3022½PE (for Ford)		\$8.10	Reamer No. 1047PE	1 3/64"	\$13.50
Reamer No. 625PE	5/8"	\$11.25	Reamer No. 1062PE	1 1/16"	
Reamer No. 668PE	21/32"		Reamer No. 1093PE	1 3/32"	
Reamer No. 686PE	11/16"		Reamer No. 1125PE	1 1/8"	\$14.25
Reamer No. 734PE	47/64"		Reamer No. 1156PE	1 5/32"	
Reamer No. 750PE	3/4"		Reamer No. 1187PE	1 3/16"	\$15.00
Reamer No. 812PE	13/16"		Reamer No. 1218PE	1 7/32"	
Reamer No. 843PE	27/32"	\$12.00	Reamer No. 1235PE	1 15/64"	
Reamer No. 850PE	.850		Reamer No. 1250PE	1 1/4"	
Reamer No. 859PE	55/64"	\$12.75	Reamer No. 1298PE	1 19/64"	
Reamer No. 874PE	7/8"		Reamer No. 1312PE	1 5/16"	
Reamer No. 925PE	58/64"	\$12.75	Reamer No. 1375PE	1 3/8"	\$15.75
Reamer No. 937PE	15/16"		Reamer No. 1437PE	1 7/16"	
Reamer No. 968PE	31/32"				
Reamer No. 984PE	63/64"				
Reamer No. 999PE	1"				

Expansion Reamers in all fractional sizes can be supplied

Stevens

**SPEED
UP**



Tools

TRADE MARK

Stevens Automotive Scriber

Made of File Steel and Designed Especially for the Automotive Shop

THERE are hundreds of jobs around the garage and automobile repair shop where a real honest - to - goodness scriber comes in handy. This Stevens Scriber is made in the good old fashioned way, of real file steel, hardened and tempered.

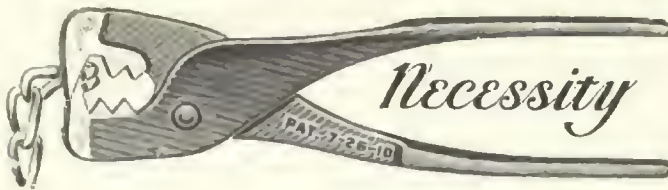
The finely knurled scribers, that are all right for the tool room, are not rugged enough for garage use. Stevens Scriber has a substantial handle with coarse twisting to afford a good grip.

Stevens Scriber is hand made from $\frac{3}{16}$ inch file steel, has a $3\frac{1}{4}$ inch handle and the length overall is $6\frac{3}{4}$ inches. Both ends have a gradual taper to a needle point, and one end is bent over at right angles for close up work or for getting into awkward places.



T-550—Stevens Scriber. Price, 32c. Weight, $1\frac{1}{2}$ oz.

Necessity Chain Tool



Necessity's "tiger" jaws never fumble. Sure, quick—those jaws open and close cross-chain hooks perfectly in a minute, with powerful pressure.

Instant, positive results are built into Necessity—that's why Necessity is a real drop forg-

ing, 9 in. long, with big easy-gripping handles to actuate jaws especially designed for the hooks. Necessity will give top notch service for years and years.

T-423—Price, \$1.20.

Weight, 14 oz.

Stevens

SPEED
UP



Tools

TRADE MARK

Stevens Spacing Washers

Assortment No. T-400



FOR a long time there has been a need for thin washers with holes larger than the standard washers, for making a neat job of shimming up bolts in steering gears, spring shackles, motor bearings, rear axles, etc.

Because the standard washers, which are used as substitutes for spacers, have such small holes, they necessitate the almost impossible job of reaming the holes larger—a job that wastes much time. And usually the standard washers are much too thick to make a neat and effective fit.

Stevens Spacing Washers are supplied in ten different sizes and in thicknesses of 1/32" and 1/16", which cover all the requirements of automotive service. They are made from bright, cold-rolled steel and have smooth, clean-cut edges.

The popular Assortment No. T-400, which is illustrated above, consists of 400 Spacing Washers assorted as shown in this table.

No. T-400 Stevens Spacing Washer Assortment—\$2.00. Consists of

Quantity	Inside	Outside	Thickness
50	3/4	3/4	1/32
50	7/16	13/16	1/32
50	1/2	7/8	1/32
50	9/16	15/16	1/32
50	5/8	1	1/16
40	11/16	1 1/16	1/16
40	3/4	1 1/8	1/16
25	13/16	1 3/16	1/16
25	7/8	1 1/2	1/16
20	1	1 1/2	1/16

Also supplied in packages of 100 of a single size.

Size 1/2" x 7/8" will be especially popular for shimming up the clevis bolt on Ford Steering Arm.

Stevens

**SPEED
UP**



Tools

TRADE MARK



"Speed Up" Coil Files

DOUBLE-CUT—for Tungsten Points

TUNGSTEN points are too hard for a single-cut file and for that reason the "SPEED-UP" Coil File has been designed in the double-cut. It is exceptionally substantial for a file of its kind. Its uniform temper gives the same cutting value to each tooth.

An exclusive feature is the gauge at the end of the handle which adjusts the spark gap.

Mounted twelve on a two-color display card; also put up twelve in a box.

Weight, per card, 6 oz.

T-405—Price, per card, \$1.02.

T-405—Price, per box, \$.89.

Stevens Coil Files

SINGLE-CUT—for Platinum Points

STEVENS Coil File is single cut in order to provide a sensitive filing surface for use on Platinum Points. It is of good quality—uniform in width, in thickness and in temper. It has a solid handle.

Put up twelve on a neat counter display card and also twelve in a box.

Weight, per card, 6 oz.

T-406—Price, per card, \$1.00.

T-406—Price, per box, \$.84.

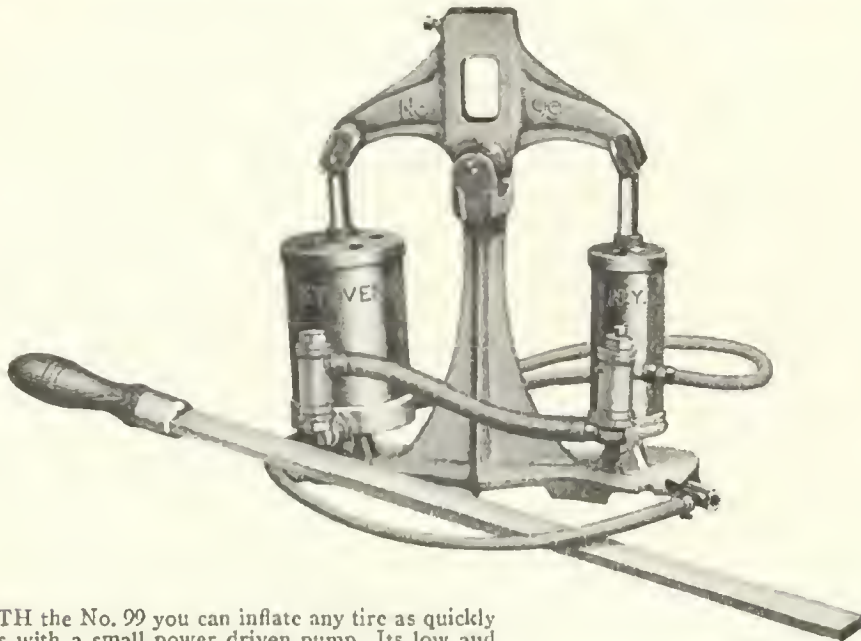


Stevens **SPEED UP** **Tools**

TRADE MARK

Stevens No. 99 Compound Pump

Its Powerful Action is Sustained by Simple, Sturdy Construction



WITH the No. 99 you can inflate any tire as quickly as with a small power driven pump. Its low and high pressure cylinders are proportioned to pack as high as 200 pounds with little effort—even into a big truck pneumatic.

That service is assured over a long period of years with practically no upkeep cost at all. The No. 99 Pump has been known to serve for eight and ten years without one important repair.

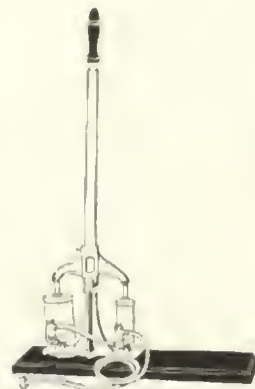
Such steady performance is built into No. 99's simple, rugged and durable construction. Its cylinders and working parts are made of solid brass. Its large check valves cannot be affected by oil, grease or other foreign substance because they are ground in with tapered seats that stay airtight.

If your garage has a power system, the No. 99 is needed for emergency. When the power pump breaks down, the No. 99 is ready to jump into the breach and spare your customers the annoying inconvenience of using a foot pump or going to the next garage.

If yours is a small shop without a power system, the No. 99 will be your biggest time-saver. It provides you with an air service just as quick as that of a small power pump, while far more reliable and costing almost nothing for upkeep.

The No. 99 is regularly furnished with a 24-inch platform, three feet of highest quality hose and an airtight Accrn Pump Connection with valve depressing pin. The No. 99 may be had with the Stevens large dial guage which is permanently fastened to the pump and indicates the actual pressure in the tire.

T-310—No. 99 Pump, complete, \$19.00. Weight, 38 lbs.
T-311—Gauge, \$1.85 extra.



Stevens

**SPEED
UP**



Tools

TRADE MARK

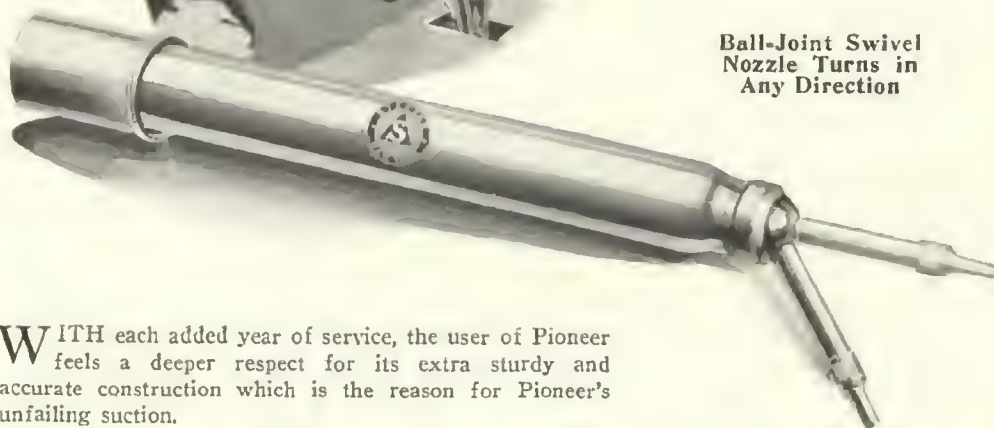
THE BEST EQUIPPED SHOP GETS THE BUSINESS

The PIONEER Oil and Grease Gun



In thousands of shops where Pioneer is constantly used every day, you will find that this gun keeps holding its suction, year after year, without any change of washers.

Ball-Joint Swivel
Nozzle Turns in
Any Direction



WITH each added year of service, the user of Pioneer feels a deeper respect for its extra sturdy and accurate construction which is the reason for Pioneer's unfailing suction.

It is a fact, often commented on, that shop mechanics pick the Pioneer as the handy, dependable gun on the day's jobs. It is no unusual occurrence to find Pioneer the oldest gun in the shop—and still holding suction with its original washers.

Such service must be experienced to be fully appreciated; yet even a new motorist can see the promise of that service in the very appearance of Pioneer. The precise fitting of each part, the careful finish, the soundness of the materials, the provision for easy, sure lubrication—these help a man to see why Pioneer is known as "The gun that holds its suction."

During the fifteen years that Pioneer has been serving shopmen and motorists, we have offered to replace defective parts at any time, but have been called on to do so only twice. In Pioneer you are bound to be pleased for many years.

T-300—Weight, 1 lb. each.

Price, \$1.40.

Specifications

Barrel of heavy gauge steel, $1\frac{1}{4} \times 12\frac{1}{2}$ in.; steel handle shaped for easy operation and reinforced with wood. Nozzle and ball-joint integral, secured by knurled collar. Combination tip. Double cowhide washers supported by steel disc in leakproof assembly. Heavy steel piston. Quickly taken apart. Brass finished. Overall, 15 inches.

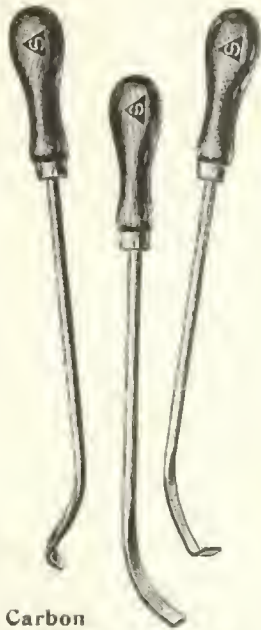
Stevens

SPEED
UP



Tools

Stevens Carbon and Bearing Scrapers



Carbon Scrapers

THESE are real mechanic's tools built to stand the strain of constant shop use. The blades are of genuine tool steel and will retain a keen cutting edge. They can be re-sharpened any number of times.

It's sound economy to buy Stevens Scrapers, for you are assured of efficient service with lower final cost.

The Carbon Scrapers are made with 9½ in. blades in the three shapes illustrated.

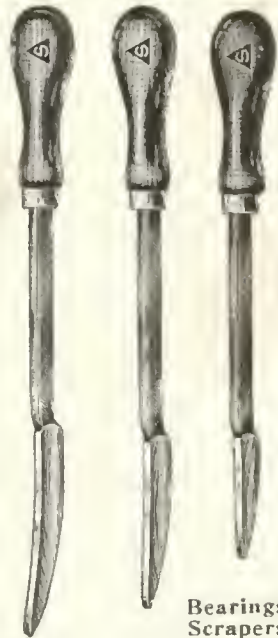
T-430—Price, per set of three as illustrated, \$1.30.

Weight, 1 lb.

The Bearings Scrapers are furnished three in a set. Overall lengths, 11, 12, 13 in.; edges, respectively, 2½, 3½ and 4½ in.

T-438—Price, per set, \$1.80.

Weight, 1½ lbs.



Bearings Scrapers

Stevens Three-Square Scrapers



An efficient, quality tool for fitting small bearings and for general work on motors.

T-439—Price, 40c.

Made of tool steel; sides hollow ground. Hard wood handle, stained and polished.

Weight, 2 oz.

Stevens Pry Bar



This Pry Bar gives just the leverage you need to make easy the removing and fitting of tires. And because of its length and proportions, it's a very handy tool for any prying

work around the car and shop. It's husky and well-shaped—made of genuine round tool steel, hand forged. Length, 16½ in.

T-450—Price, 30c.

Weight, 1¼ lbs.

Stevens

SPEED
UP



Tools

TRADE MARK

Stevens Taper Reamers



FOR enlarging holes in metal or wood, as when fitting speedometers, clocks, lamps, etc., the quickest method is the use of Stevens Taper Reamers.

Stevens Taper Reamers have tapered square shanks for use in a carpenter's brace

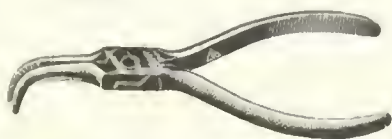
or T-handle tap wrench. Made of cast steel with carefully ground cutting edges.

No. T-5—4 1/4 in. flutes, tapers 1/8 to 1/2 in. List, \$1.10; Weight, 2 oz.

No. T-6—4 1/4 in. flutes, tapers 3/16 to 5/8 in. List, \$1.50; Weight, 3 oz.

Stevens Ignition Pliers

No. 88



Both of these slender-nose pliers are especially designed for work on the delicate parts of ignition equipment and for adjusting carburetors.

No. 88 Pliers have curved jaws to obtain a surer grip on parts that are inaccessible.

T-88—Price, \$1.00.

Weight, 3 oz.

No. 77



No. 77 Pliers have straight jaws for direct work. Otherwise, they're identical with the No. 88—made of high-grade forged steel, with jaws tempered and polished.

On delicate work large tools are clumsy—use a set of these special pliers for quicker results.

T-77—Price, \$1.00.

Weight, 3 oz.

Stevens No. 10 Screw Drivers



These are dependable screw drivers designed particularly for all-around shop utility. The blades are made from special steel of uniform temper, tightly secured in well-proportioned handles. The handles are stained to permit of a firm grip even with greasy hands. Sizes:

	Blade	Length	Price
T-473	3 in.	7 3/4 in.	\$2.00 doz.
T-474	4 in.	9 in.	2.25 doz.
T-475	5 in.	10 in.	2.50 doz.
T-476	6 in.	11 1/2 in.	2.90 doz.
T-478	8 in.	13 1/2 in.	3.85 doz.

"Little Rugged"



A short, stocky screw driver for close-up work, made of the same durable tempered steel and finished the same as the larger screw drivers. Overall length, 5 in., blade length, 1 1/2 in.

T-480—Price, \$1.60 doz. Weight, 1 lb. 3 oz. per doz.

Thin Nose No. 75 Pliers



Here are just the pliers you need in "close quarters". Its jaws are slightly less than 1/8 in. thick. Drop-forged and tempered to endure hard usage.

T-75—Price, 60c. Length, 8 in. Weight, 4 oz.

Stevens

SPEED
UP
TRADE MARK

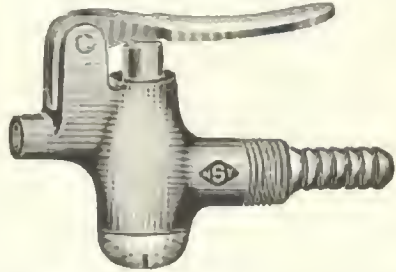


Tools

Stevens Automatic Blow Cock

Blows the Dirt and Dust off Work
Bench or Cars

THE mechanic will work better and quicker if he keeps his jobs and bench free from dirt and litter by blowing it away with Stevens Automatic Blow Cock. The Cock will blow the dirt off motors, running gears, etc., and dust out cars. It attaches to any air storage system. It has a simple, sturdy valve with tapered metal-to-metal seat carefully ground in.



T-412—Price, \$2.00.

Weight, 9 oz.

And Now—

Your Own Ideas!

YOU have just reviewed the largest line of special tools for Ford and Fordson. Many of these tools were designed or based upon ideas submitted by able mechanics working in the shops. We have always enjoyed the close co-operation of mechanics; and, ever since the inception of the "Speed-Up" line, have invited them to send in their ideas, in any form whatever, to our Engineering Department. Your own ideas are welcome and, if accepted, will be paid for.

Stevens

**SPEED
UP**
TRADE MARK

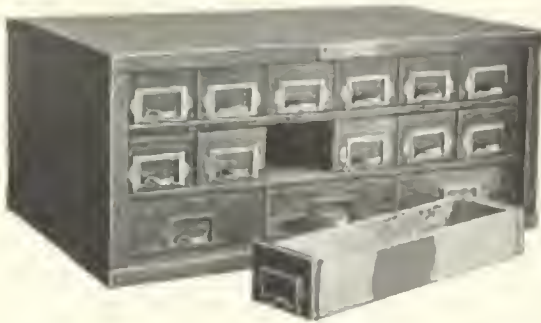


Tools

Stevens Handy Cabinets

THE time you waste in searching around for parts and tools often runs into many hours each week—hours lost, slowed-up service, lessened efficiency. With Handy Cabinets, you will find the thing you want on the instant, protected from dust and rust in Handy drawers.

There's a lifetime of service in the Handy Cabinets, built of seasoned oak with drawers bodied from galvanized sheet-steel. The Handies are all of uniform size, so that they can be assembled on top or alongside of each other. Start with one or two now—you can add more later.



Handy Cabinet No. 3015

It contains 12 drawers 3 x 2 x 12 inches, and 3 drawers 6 x 2 x 12 inches. The overall size of the cabinet is 19½ x 8½ x 12¾ inches.

Solid oak exposure; steel back; drawer bodies formed from one piece of galvanized sheet-steel. Each drawer has combination card frame and pull. Weight 35 lbs.

Price, \$8.25

Handy Cabinet No. 3009

It has 9 drawers 6 x 2 x 12 inches. The overall size of cabinet is 19½ x 8½ x 12¾ inches.

Solid oak exposure; steel back; drawer bodies formed from one piece of galvanized sheet-steel. Each drawer has combination card frame and pull. Weight 35 lbs.

Price, \$7.15



Handy Cabinet No. 3018

It contains 18 drawers 3 x 2 x 12 inches. The overall size of cabinet is 19½ x 8½ x 12¾ inches.

Solid oak exposure; steel back; drawer bodies formed from one piece of galvanized sheet-steel. Each drawer has combination card frame and pull. Weight 35 lbs.

Price, \$9.25



Handy Cabinet No. 3010

It contains 6 drawers 3 x 2 x 12 inches, 3 drawers 6 x 2 x 12 inches, 1 drawer 17¼ x 2 x 12 inches. The overall size of cabinet is 19½ x 8½ x 12¾ inches.

Solid oak exposure; steel back; drawer bodies formed from one piece of galvanized sheet-steel. Each drawer has combination card frame and pull. Weight 35 lbs.

Price, \$7.50



Stevens **SPEED UP** Tools

TRADE MARK

THE BEST EQUIPPED SHOP GETS THE BUSINESS

See the New Tools Displayed
at Your Jobber's



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UP



Tools

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"Thru your fobber — his service is economy"